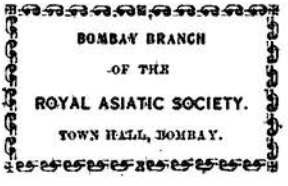
2.

Return on
Wrecks and Casualties
in
Indian Waters.
1891 to 1897



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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1891 to 1897

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST SIXTEEN YEARS.

134695

PREPARED BY

EATON W. PETLEY, R.N. (*Retired*),

PORT OFFICER AND REGISTRAR OF WRECKS.

26/89/5

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1892.

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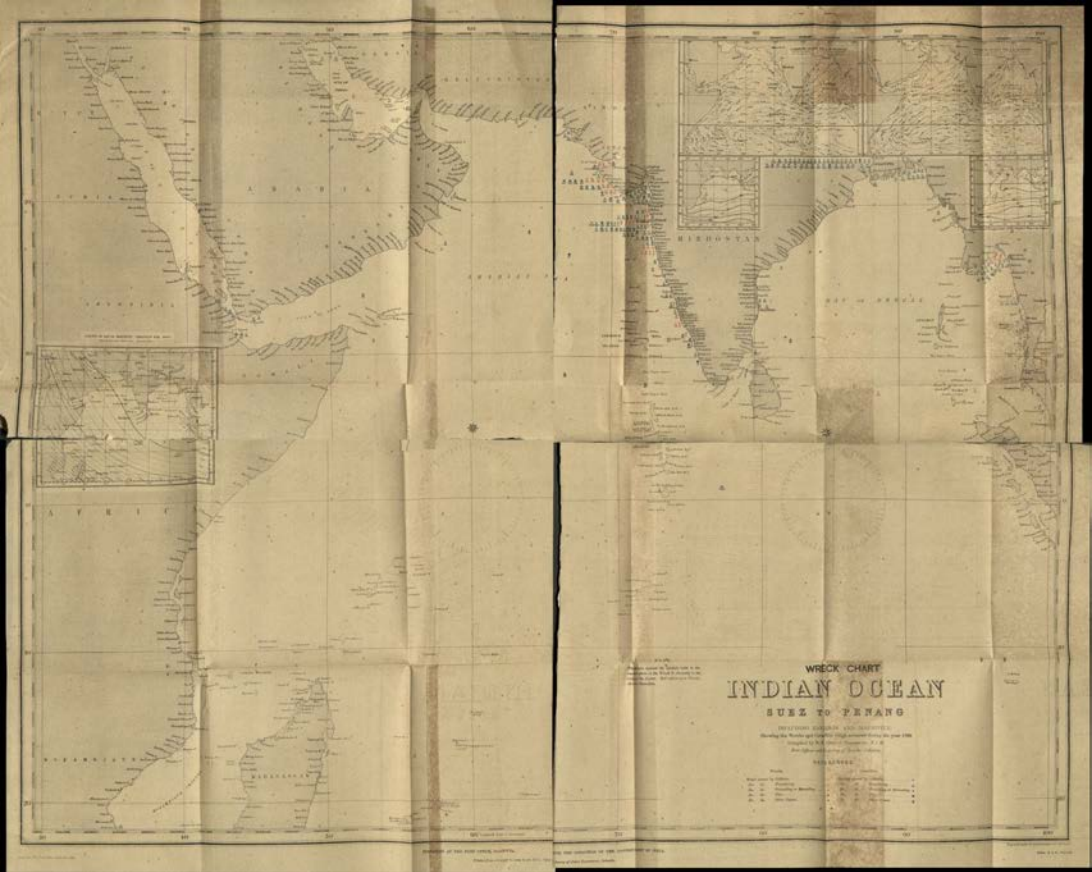
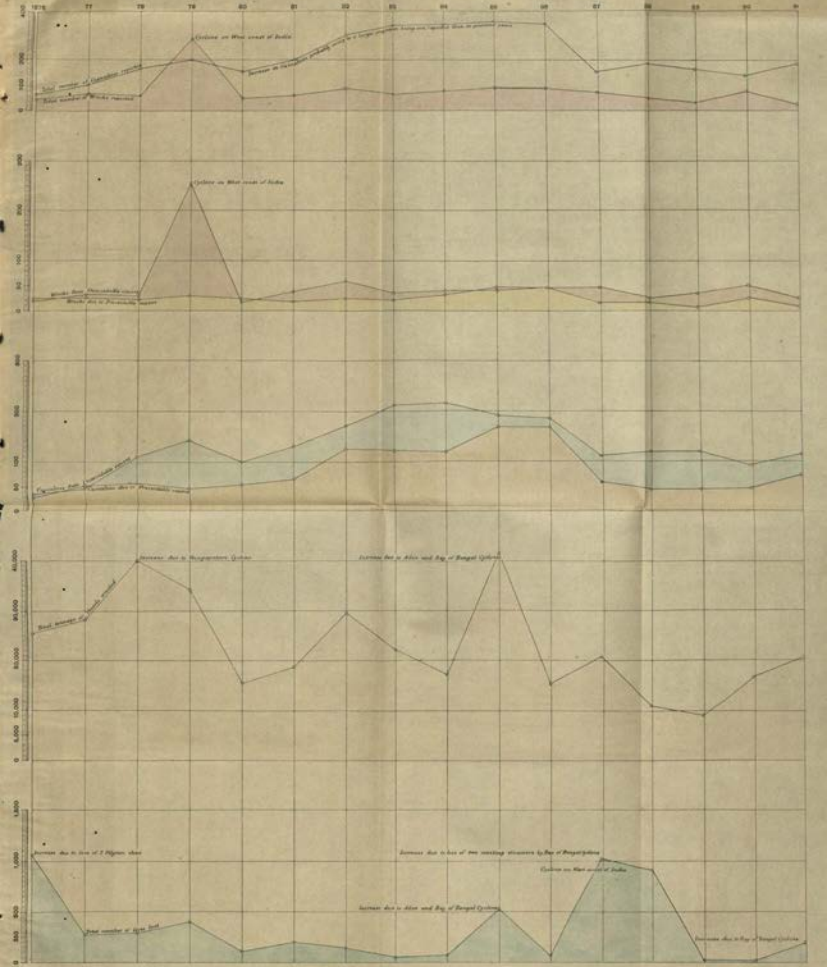

WRECK CHART
INDIAN OCEAN
SUEZ to PENANG
ARABIA
ABYSSINIA
HEDJAZ
ASSYRIA
MESOPOTAMIA
PERSIA
BALUCHISTAN
KURDISTAN
ARMENIA
MAKRAN
BEYLA
BERBERA
ADEN
MOCHA
HODEIDA
JIDDA
SUAKIN
MASSOWAH
KOSSEIR
SUEZ
MUSCAT
KURRACHEE
BOMBAY
GOA
MANGALORE
CALICUT
COCHIN
TUTICORIN
GALLE
COLOMBO
TRINCOMALEE
PONDICHERRY
MADRAS
VIZAGAPATAM
CALCUTTA
CHITTAGONG
AKYAB
RANGOON
MERGUI
MOULMEIN
TAVOY
PENANG
MALACCA
SINGAPORE
ANDAMAN ISLANDS
NICOBAR ISLANDS
SUMATRA
JAVA
BORNEO
CELEBES
MADAGASCAR
MOZAMBIQUE
ZANZIBAR
MAURITIUS
RODRIGUEZ
SEYCHELLES
ALDABRA
COMORO ISLANDS
AMIRANTE ISLANDS
ST. PAUL
AMSTERDAM
KERGUELEN
HEARD
MACQUARIE
ENGANO
CHRISTMAS
COCOS
ROTTNEST
ABROLHOS
LEEUWIN
NUYTS
ESPERANCE
RECHERCHE
EDDYSTONE
PENGUIN
MAATSUYKER
TASMAN
FREYCINET
HOGAN
BARRENJOEY
SYDNEY
NEWCASTLE
BROKEN
PORT STEPHENS
MACLEAY
SMOKY CAPE
CAPE BYRON
MORETON
SANDY CAPE
CAPE MORETON
CAPE CAPRICORN
CAPE HILLSBOROUGH
CAPE GRAFTON
CAPE TRIBULATION
CAPE YORK
TORRES STRAITS
ARAFURA SEA
GULF OF CARPENTARIA
GULF OF MARTABAN
GULF OF SIAM
GULF OF TONKIN
GULF OF PERSIA
GULF OF OMAN
GULF OF ADEN
GULF OF SUEZ
RED SEA
PERSIAN GULF
ARABIAN SEA
BAY OF BENGAL
MALACCA STRAITS
SUNDA STRAITS
TIMOR SEA
INDIAN OCEAN

DIAGRAM.

Showing Comparative numbers of maritime Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1870 to 1891 inclusive.



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Notes accompanying the Casualty Statement	31 to 66
Index or Alphabetical of Wrecks and Casualties	67 to 68

REVIEW.

IN reviewing the details of this report, the fact that presents itself before all others is, that, taken as a whole, it is comparatively a favourable year as regards maritime disasters. Although the number of deaths reported have amounted to 240 lives, and is greater therefore than that of the previous year, it is by far less than reported in 1885—87 and 1888; the increase being due entirely to the cyclone in the Bay of Bengal which occurred in November last. As regards the total tonnage lost, it shows a decrease by four thousand tons; and though the casualties generally show an increase by 51, the wrecks are 39 as against 73 of last year.

Of the 39 wrecks reported during the year under review, there were 12 British and Foreign vessels, 18 British Indian vessels, and 9 Native craft; and of the 192 casualties, there were 138 British and Foreign vessels, 49 British Indian, and 5 Native craft.

Of the total number of wrecks and casualties reported, *viz.*, 231, there were 40 collisions, 18 founderings, 61 groundings, 43 strandings and 69 miscellaneous cases.

The Table of "General localities" in which these wrecks and casualties occurred show that the largest number, *viz.*, 61, occurred in the Hooghly river, 50 in the Bombay coast, 25 in the Burma and Chittagong coasts, and 17 in the Madras and Malabar coasts.

The following analyses show (A) the causes to which the reported disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters, in each month of the year 1891; the total tonnage of vessels wrecked; and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the year 1879 to 1891, inclusive showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters; the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1891 inclusive.

A.—Causes to which the reported Maritime disasters are to be attributed.

| | COLLISIONS | | | | | | | | | | | | | | | | | | | | | | | | | FOUNDERINGS. | | | | | | | | | | | | | | | | | | | | | | | | | GROUNDINGS. | | | | | | | | | | | | | | | | | | | | | | | | | STRANDINGS. | | | | | | | | | | | | | | | | | | | | | | | | | MISCELLANEOUS. | | | | | | | | | | | | | | | | | | |

B.—General localities in which the Maritime Wrecks and Casualties occurred.

	Aden, gulf of	Arabian sea.	Bay of Bengal.	Bombay coast.	Brahmaputra river.	Burma coast.	Cambay, gulf of	Ceylon coast.	Chittagong do.	Ganges river.	Hooghly do.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of	Oman, do.	Orissa coast.	Persian gulf.	Red sea.	Sind coast.	Sunderbunds.	Unknown.	TOTAL.
WRECKS.																								
British and Foreign	...	...	4	...	...	1	...	2	...	...	...	...	...	1	...	...	1	...	1	...	...	1	...	11
British Indian and Native craft	...	...	3	9	1	...	1	...	1	..	...	...	3	1	1	2	...	1	1	...	3	1	...	28
CASUALTIES.																								
British and Foreign	5	8	8	5	1	16	...	5	4	1	61	2	...	3	3	1	1	2	5	7	3	...	...	141
British Indian and Native craft	...	...	...	36	...	1	...	...	2	...	...	...	3	4	4	...	...	1	...	...	...	...	...	51
GRAND TOTAL	5	8	15	50	2	18	1	7	7	1	61	2	6	9	8	3	2	4	7	7	6	2	...	231

C.—A Statement showing the number of reported Maritime Wrecks and Casualties in Indian waters in each month of the year 1891; the total tonnage of vessels wrecked; and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	2	4	5	1	4	1	3	2	2	4	8	3	39
Do. Casualties	15	24	12	18	13	15	14	16	20	12	20	13	192
Total tonnage of vessels wrecked.	190	179	1,613	75	1,520	165	1,964	1,042	85	283	3,724	1,228	12,068*
Number of lives lost	2	2	1	...	1	...	4	...	3	9	215	3	240

* Excluding the tonnage of vessels not given.

D.—Comparative Statement of the reported number of Maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1870-189· inclusive, showing respectively British and Foreign Vessels, British Indian Vessels, and Native craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43 (1)	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73 (2)	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192

(1) Including the two British Indian vessels of which no details were furnished.
(2) Excluding the tonnage of vessels not given.

E.—Comparative Statement showing the reported number of Maritime Wrecks and Casualties in Indian waters; the total tonnage of vessels wrecked; and the number of lives lost during the years 1865 to 1891 inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,204	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,103	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Farad*, both wrecked in the Red Sea, nor the Master and crew of both these vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadre* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lany Rawlinson* supposed to have foundered; and also of the *Fattal Carrim*, *Fattay Rozack*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattay Carrim*, *Fattay Rozack*, *Lady Amherst* and *William Stevenson* was not reported, and is, therefore, not included.
1879	481	35,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of one British Indian and two Native craft, which were not given.
1889	217	9,629	35	
1890	214	16,973	22	Excluding the tonnage of vessels not given.
1891	231	12,068	240	Do. do. do. do.

From the foregoing it will be seen that during the past 27 years (1865 to 1891 inclusive) the annual average number of the reported Wrecks and Casualties in Indian waters has been 194; the average total tonnage lost has been 20,131; and the number of lives lost [redacted],187.

A diagram showing the reported number of Maritime Wrecks and Casualties in Indian waters; the total tonnage of vessels wrecked; and the number of lives lost, from the years 1876 to 1891 inclusive; and a chart showing the position in which they occurred, are also appended to the Return.

PORT OFFICE CALCUTTA:
31st December 1892.

EATON W. PETLEY,
Port Officer and Registrar of Wrecks.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Wrecks reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Doulatbasa*	60	Native craft	January 8th	Rajapur	Mandvi	Teakwood planks, bamboos, coir, jaggery; value R8,792.
2	*Thangie*	130	British Indian dinghy	Do. 18th	Calicut	Kurrachee	Teak planks and bamboos; value R3,000.
3	*Daria Bahadur*	8	Do. muchwa	February 4th	At anchor at Usarni		No cargo
4	*Sanda*	28	Do. padow	Do. 6th	Muha	Bombay	Cotton, value R15,000 and corn (matha), value R150.
5	*Dowlut Prasad*	43	Do. batela	Do. 14th	Porbandar	Do.	Cotton, value R1,800; stores, value R272-4-0.
6	*Rama Moorty*	100	British Indian wooden schooner.	Do. 20th	Chittagong	Akyab	In ballast
7	*Clan Mackay*	1,423	British screw steamer	March 8th	Point de Galle	London	Jaggery, coir, yarn, hides, indigo, ivory, coffee, etc., value not reported.
8	*Luxmiprasad*	13	British Indian lateen	Do. 12th	Chene	Bombay	Firewood, value R90.
9	*Ruparel*	15	Do. do.	Do. do.	Bombay	Cambay	Jowari; value not reported.
10	*Faiteh Sallamat*	162	Do. din hy	Do. 15th	Kurrachee	Bombay	Unpressed cotton, wheat, rape seed, and bajri, value R3,000.
11	*Nasserah*	...	British iron flat	Do. 18th	Narainguage	Calcutta	Jute and tea; value not reported.
12	*Vithul Pussa*	75	Native craft	April 8th	Mora	Dwarka	No cargo
13	*Clan Lamont*	1,329	British screw steamer	May 2nd	Madras	Liverpool	General cargo; value not reported.
14	*Duria Dowlut*	28	Native craft	Do. 8th	Talaja	Bombay	Bajri and wheat, value R800.
15	*Machimar*	22	British Indian muchwa	Do. 12th	Bombay	Sadashivgad	No cargo
16	*Shagool Hameed*	141	British Indian wooden brig	Do. 21st	Kilakarai	Colombo	Rice and oil cakes; value not reported.
17	*Sri Ranganavakulu*	165	Do. do.	June 2nd	Malpe	Masulipatam	Tiles; value R3,127
18	*Coningsby*	1,137	British screw steamer	July 7th	Marseilles	Akyab	Water ballast
19	*Pathar Rahiman*	32	British Indian dhoney	Do. 9th	Adrampatam	Manar	Rice; value R3,005
20	*Maxime David*	795	French wooden barque	Do. 13th	Bourbon	Calcutta	Stone ballast
21	*Hyder Ally*	342	British Indian barque	August 3rd	Camorta	Moulmein	Cocoanuts, value not reported.
22	*Nasim*	700	British Inland steel flat	Do. 30th	Dibrugarh	Calcutta	Tea, value R3,00,000
23	*A Boat (no name)*	...	British Indian yacht	September 7th	Bassein creek		No cargo
24	*Lakhmipassa*	85	Native craft	Do. 18th	Porbandar	Bombay	Thirty grain bags, sixty cans of ghee, and stone slabs; value not reported.
25	*Rampersad*	78	Do. do.	October 2nd	Zanzibar	Kurrachee	Boothy wood, cocoanuts and cowries; value not reported.
26	*Secundry*	13	British Indian muchwa	Do. 3rd	Kurrachee	Khoord jungle	Fishing nets and passengers.
27	*Juwerpusta*	102	Native craft	Do. 11th	Lingah	Busrah	Seven hundred and thirty maunds of charcoal; value R695.
28	*Ashmee*	90	Turkish buggalow	Do. 25th	Busrah	Aden	Dates, value not reported.
29	*Enterprise*	540	British screw steamer	November 2nd	Rangoon	Port Blair	No cargo
30	*Coleroon*	346	British composite brig	Do. 5th	Employed as a Pilot Vessel		Do.
31	*Harsingar*	137	British Indian kotia	Do. do.	Nicobars	Colaba	Cocoanuts; value R5,000.
32	*Luckmipassa*	112	Native craft	Do. do.	Do.	Calcutta	Cocoanuts, value R3,000.
33	*Phultel Barry*	705	British three-masted wooden barque.	Do. do.	Pamban	Akyab	In ballast.
34	*Romsdall*	1,827	British iron ship	Do. do.	Chittagong	Dundee	Jute, value R50,492.
35	*Mahdi Persad*	...	Native craft	Do. do.	Maldives	Calcutta	Shells and coir rope, value not reported.

Waters during the year 1891.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On a rock at Burnudi, a sub-port of Harnai	Bombay coast	Stranding.—Heavy weather	No life lost	Cargo all lost.
Off Ghorabari	Sindh do.	Foundering.— do.	Do.	Do.
Off Usarni-bandar, a sub-port of Mahim	Bombay do.	Do. Old and rotten	Do.	.....
Postpere rock, in the Bassein creek	Do. do.	Stranding—Heavy weather	Do.	Cargo lost, value R7,150; damaged, value R3,000.
Off Koregaon, in the district of Tarapur	Do. do.	Do. do.	Do.	Do. lost, value R1,922-4; damaged, value R150.
Off South Patch	Chittagong do.	Capsized.— do.	2 lives lost	.....
On the Bellicatua rock, entrance to Point de Galle harbour.	Ceylon do.	Foundering.—Not reported	No life lost	Cargo partially lost, value not reported.
Entrance to the Bassein creek	Bombay do.	Do. Heavy weather	Do.	Do. all lost.
Chikhli, a sub-port of Gholvad	Do. do.	Stranding.— do.	1 life lost	Do.
Kurrachee harbour	Sind do.	Fire.—Unknown	No life lost	Do. partially lost, value R2,800.
In the Bhola river	Sunderbuns	Foundering.—Accidental	Do.	Do. all lost.
About 2 miles north of the Dwarka light-house	Kathiawar coast	Do. Old and rotten	Do.	.....
Vandiflor's Point near Batticaloa	Ceylon do.	Stranding.—Error of the Master	Do.	Cargo partly salved and partly damaged.
Near Gopnath	Gulf of Cambay	Do. Tides and currents	Do.	Do. all lost.
At the entrance of the creek at Noura, a sub-port of Ratnagiri.	Bombay coast	Grounding.—Heavy weather	Do.	.....
Between Kilakarai and Tuticorin.	Gulf of Manar	Foundering.— do.	1 life lost	Cargo all lost.
Two miles south-east of Thanakodi in the island of Rameswaram.	Do.	Stranding.—Tides and currents	None lost	Do. salved.
South-west end of Cheduba island	Burma coast	Do. Error of the Master	Do.	.....
Off Kutumavadi	Madras do.	Foundering.—Tides and currents	Do.	Cargo all lost.
Two miles south-west of the Devi river	Orissa do.	Grounding.—Error of the Master	4 lives lost	.....
Nancoury harbour, Nicobars	Bay of Bengal	Loss of a jolly-boat. Accidental	None lost	Cargo partially lost.
In the Bhoj Boja river	Sunderbuns	Foundering.—Accidental	Do.	Do. all lost.
Whilst passing the 15th girder of the southern Bassein bridge.	Bombay coast	Do. Tides and currents	2 lives lost.	.....
At the entrance of the Porbander creek	Kathiawar do.	Stranding.—Heavy weather	None lost	None lost.
Between Hajamru and the Khobur mouth of the Indus river.	Sind coast	Do. do.	Do.	Cargo partially lost, value R1,300.
Whilst entering the Pitani mouth of the Indus river.	Do.	Foundering.—Tides and currents	9 lives lost	Do. all lost.
Near the island of Farsi	Persian gulf	Stranding.—Heavy weather	None lost.	Do.
Near the Dubhalw island shore, off the Falia creek in the Shat-el-Arab.	Do.	Collision with the H. M. I. M. Steamer "*Lawrence.*" The buggalow not exhibiting lights.	Do.	Do.
South Point reef, Port Blair harbour, Andamans.	Bay of Bengal	Stranding.—Cyclone	77 lives lost.	.....
Below Sandheads	Do.	Foundering.—do.	42 do.	.....
Near the Intermediate light station at Saugor	Do.	Do. do.	10 do.	Cargo all lost.
Near the entrance of the Hoogly river	Do.	Do. —Cyclone	8 do.	Do.
Not reported	Do.	Do. do.	39 do.	...
Do.	Do.	Do. do.	31 do.	Cargo all lost.
Westward of Shortt's island	Orissa coast	Do. do.	3 do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
36	*Ramchodprasad Harakhsevai.*	57	British Indian padow .	November 6th .	Balasore . .	Tellicherry . .	Raggi, value R3,062-8.
37	*Chan Tha Gyee* . .	59	British Burman kattoo .	December 21st .	Tavoy . .	Rangoon . .	Planks (value R30). Dhaunee leaves, value R560.
38	*Umtata* . . .	1,131	British screw steamer .	Do. 23rd .	Calcutta . .	Madras . .	Rice and gunny bags (value not reported).
39	*Padaruth* . . .	38	Native craft . . .	Do. 25th .	Bhavnagar .	Bombay . .	Bones, value R360.

Waters during the year 1891—concluded.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Opposite Tellicherry	Malabar coast . .	Stranding.—Cyclone	None lost .	Cargo partially lost, and partly jettisoned.
Fifteen miles off the Middle Moscos . .	Burma do. . .	Foundering.—Heavy weather . . .	2 lives lost .	Do. all lost.
Armeghon shoal	Madras do. . .	Grounding.—Error of the Master . .	None lost .	Do. partly lost, and partly jettisoned.
Near the Ramass creek	Gulf of Cambay . .	Do. Error of the Tindal . .	Do. . .	Do. partially lost—value ₹108; partly damaged, value ₹75.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1891.

JANUARY.

1. **Doulatpasa.**—A native craft of Cutch Mandvi, 60 tons register, official No. 4433, age 10 years, classed as a batela; bound from Rajapur to Mandvi; cargo, teakwood planks, bamboos, coir, jaggery, value R8,792; crew 7 men.

This vessel, after leaving Rajapur, encountered stormy weather on the third day and was drifted on to Burnudi, a sub-port of Harnai, Bombay coast, where she stranded on a rock and broke up on the 8th January. Value of the vessel not reported. The whole of the cargo was lost. No life lost; the crew were picked up by a vessel going to Cutch Mandvi.

2. **Thangie.**—A British Indian dinghy; of Bombay; 130 tons register; official No 4351; age not known; from Calicut to Kurrachee; cargo, teak planks and bamboos, value R3,000; crew, 10 men.

Sailed from Calicut on the 22nd December 1890, and about the 18th January 1891, when off Ghorabari, Sindh coast, she experienced very heavy weather, which caused her to roll heavily. A portion of the deck cargo was jettisoned, and as she commenced to ship water, the crew were landed on shore; ultimately the vessel broke up and the whole of her cargo was lost. Value of the vessel not known. No life lost.

FEBRUARY.

3. **Daria Bahadur.**—A British Indian muchwa; of Bassein; 8 tons register; official No. 3263; age 52 years; at anchor in the port of Usarni; crew, 2 boys aged twelve and thirteen years respectively; no cargo.

This vessel was at anchor off Usarni bandar, a sub-port of Mahim, Bombay coast, at 8 A.M. of the 4th February, when she encountered a strong wind and heavy sea; and being old and worn out, broke to pieces. Value of the vessel R 30. No life lost.

4. **Sanda.**—A British Indian padow; of Bhownagur; 28 tons register; official No. 288; age and class not known; from Moha to Bombay; cargo, cotton, valued at R15,000, and corn (matha) valued at R150; crew, 7 men.

Encountered strong winds at 1 A.M. of the 6th February whilst entering the Bassein creek, Bombay coast, which drove her on to the Postpere rocks and broke her to pieces. Value of the vessel R1,000. Cargo to the value of R7,150 was lost, and about R3,000 damaged. No life lost.

5. **Dowlut Prasad.**—A British Indian batela; of Veraval; 43 tons register; official No. 4463; age and class not stated; from Porbandar to Bombay; cargo, stones valued at R272-4, and cotton valued at R1,800; crew, 7 men.

This vessel was overtaken by a storm at 4-30 P.M. of the 13th February, when about a thousand paces off Koregaon, in the district of Tarapur, Bombay coast, and the Tindal being ignorant of the locality ran her on to a rock, where she

broke in pieces, and cargo to the extent of R1,922-4 was lost, and R150 damaged. The value of the vessel is estimated at R3,000. No life lost.

6. **Rama Moorty.**—A British Indian wooden schooner; 100 tons register; official No. and class not stated; age one year; from Chittagong to Akyab; in ballast; and R4,500 in cash; crew 13 men.

Capsized in a gale of wind at 3 A.M. of the 20th February, when off South Patch, Chittagong coast, and was finally lost with all the cash on board. Value of the vessel R7,000. Two lives lost.

A Court of Enquiry held to investigate the circumstances attending the loss of this vessel, were of opinion that the schooner capsized at sea mainly owing to the fact that she had not sufficient ballast on board; but there was no evidence of any negligence or carelessness on the part of any of the officers or crew. The owner is the only person to whom any blame can be attached in respect of the loss of the vessel.

MARCH.

7. **Clan Mackay.**—A British screw steamer; of Glasgow; 1,423 tons register; official No. 85906; age 9 years; classed at Lloyd's 00 A. 1.; from Point de Galle to London; cargo, jaggery, coir, yarn, hides, indigo, ivory, coffee, etc., value not reported; crew, 44 men.

This vessel on leaving Point de Galle harbour at 7-30 P.M. of the 8th March struck on the Beilicatua rock, entrance to Point de Galle harbour, Ceylon coast, and foundered. The value of the vessel is estimated at £20,000. Cargo partially lost, value not known. No life lost.

8. **Luxmiprasad.**—A British Indian lateen; of Bulsar; 13 tons register, official No. 1549; age 25 years; from Chene to Bombay; cargo, firewood; valued at R90; crew, 6 men.

This vessel, whilst entering the Bassein creek, Bombay coast, encountered strong winds, a 5 A.M. of the 12th March, which caused the vessel to roll heavily, ship a large quantity of water, and ultimately to founder, with all her cargo. Value of the vessel R700. No life lost.

9. **Ruparel.**—A British Indian lateen; of Surat; 15 tons register; official No. 3635; from Bombay to Cambay; cargo, jowari; crew, 5 men.

At 4 A.M. of the 12th March this vessel encountered strong winds accompanied by rain, which drove her on a rock and broke her in pieces near Chikhli, a sub-port of Gholvad, Bombay coast. Value of the vessel R500. Cargo all lost, value not reported. One life lost.

10. **Fatteh Sallamat.**—A British Indian dinghy; of Kurrachee; 162 ton register; official No. 423; age 2½ years; from Kurrachee to Bombay; cargo, unpressed cotton, wheat, rape seed, and bajri, valued at R3,000; crew, 17 men.

This vessel is reported to have caught fire at 5 A.M. of the 15th March whilst lying alongside of the jetty in the Kurrachee harbour, Sindh coast. The Port Department steam barge *Jumbo* was despatched to her assistance, but after playing unsuccessfully on the fire for 2½ hours, the vessel burnt down to the water's edge and the hull was afterwards stranded on the edge of the channel; reported value of the vessel R10,000. Cargo to the value of R2,800 was lost. No life lost. The origin of the fire is unknown.

11. **Nazeerah.**—A British iron inland flat, belonging to the River Steam Navigation Company, of Calcutta; tonnage, official number, age, and class, not reported; from Naraingunge to Calcutta; cargo, jute and tea; crew, 16 men.

Whilst going through the Bhola river in the Sunderbunds on the 18th March, the vessel was snagged and became a total loss with all her cargo. Valuo not reported. No life lost.

APRIL.

12. Vithul Pussa.—A Native craft; of Dwarka; 75 tons register; official No. 10; age not known; not classed; from Mora to Dwarka; crew, 8 men; no cargo.

This vessel arrived in port in a leaky condition, with a cargo of salt, and having discharged it, was moved into shallow anchorage for safety; but as she began to fill with water, was abandoned by the crew. She ultimately washed up the beach and broke to pieces at 11 P.M. of the 8th April, about 2 miles north of the Dwarka light-house, Kathiawar coast. The value of the vessel is estimated at R4,000. No life lost.

MAY.

13 Clan Lamont.—A British screw steamer; of Glasgow; 1,329 tons register; official No. 80458; age 12 years; classed at Lloyd's 100 A.1; from Madras to Liverpool; with a general cargo; crew, 49 men.

This vessel was near Batticaloa, Ceylon coast, at 2-25 P.M. of the 2nd May, when the Master misjudging his distance kept her too close to the shore. She struck on Vendillor's point, and ultimately became a total wreck; value of the vessel not stated. The cargo was partly salved and partly damaged; value unknown. No life lost.

14. Duria Dolut.—A native craft; of Bhavnagar; 28 tons register; official No. 400; age 6 years; classed as a country craft; from Talaja to Bombay; cargo, bajri and wheat, value R800; crew, 8 men.

This vessel sailed from the port of Talaja to Bombay; and at noon of the 8th May, when near Gopnath, in the gulf of Cambay, she ran aground and stranded on a rock owing to low water and strong currents, and became a total wreck. Value of the vessel R1,200. Cargo all lost. No life lost.

15. Machimar.—A British Indian muchwa; of Ratnagiri; 22 tons register; official No. 10394; age 57 years; from Bombay to Sadashivgad; crew 7 men; no cargo.

Whilst entering the creek at Newra, a sub-port of Ratnagiri, Bombay coast, this vessel was carried by a strong gale of wind to a shoal, where she grounded and finally became a total wreck at 3 P.M. of the 12th May. The value of the vessel is estimated at R800. No life lost, the men having come on shore by means of a toney.

16. Shagool Hameed.—A British Indian wooden brig; of Negapatam; 141 tons register; official number not known; age 25 years, no class; from Kilakarai to Colombo; cargo, rice and oilcakes, value not known; crew, 10 men.

Encountered a violent and sudden gale of wind at 9 P.M. of the 21st May between Kilakarai and Tuticorin, gulf of Manar, when about 30 miles from the shore. The vessel capsized and foundered in deep water, and the whole of the cargo was lost. The crew got on a small portion of the deck house and were rescued by the brig *Varia Lakhshmi*, with the exception of a boy who was drowned. The value of the vessel is not known.

JUNE.

17. Sri Ranganayakulu.—A British Indian wooden brig; of Masulipatam; 165 tons register; official No. 15; age 8 years; from Malpe to Masulipatam; cargo tiles, valued at ₹3,127; crew, 14 men.

This vessel having lost one of her sails during the voyage off cape Comorin drifted up the gulf of Manar, until she was in 10 fathoms, when she anchored at a distance of about 8 miles from the shore. She then lost all her ground tackle owing to strong currents and was carried against heavy breakers on the beach, 2 miles south-east of Thanakodi, in the island of Ramesvaram, where she became a total wreck at 5 A.M. of the 2nd June. The cargo was salved. The value of the vessel is estimated at ₹20,000. No life lost.

JULY.

18. Coningsby.—A British screw steamer; of West Hartlepool; 1,137 tons register; official No. 84534; age 10 years; classed at Lloyd's A. I. 100; from Marseilles to Akyab; in water ballast; crew, 22 men.

This vessel sailed from Diamond Island, Burma coast, at 7 A.M. of the 6th July, passed to the north of the island, and round cape Negrais, at 4 A.M. of the 7th idem, and when at the south-west end of Cheduba island, she struck on the rocks and became a total wreck.

A Court of Enquiry, held to investigate the circumstances, were of opinion that the loss of the *Coningsby* was due to want of care on the part of the Master in (1st) not making sufficient allowance for leeway and for the set of the current in laying his course off cape Negrais; and (2nd) in not taking the precaution of using the lead on a coast well known to be dangerous at this time of the year, and which he had never been on before, and also in not being on deck at the time when he knew he might be nearing the coast; that in these respects he had been guilty of misconduct and wrongful default. They, therefore, suspended his certificate as Master for a period of six months, and recommended that he be granted a certificate as Mate during that period. They were further of opinion that the second Mate was guilty of misconduct in not altering the ship's course before leaving the bridge, and that he was deserving of censure, but they did not consider it necessary to cancel or suspend his certificate.

The value of the vessel was not reported. No life lost.

19. Pathar Rahiman.—A British Indian dhoney; of Adrampatam; 32 tons register; official number not given; not classed; from Adrampatam to Manar, Ceylon; cargo, rice, value ₹3,005; crew, 7 men and a boy.

This vessel left Adrampatam on the 8th July, and when off Kattumavadi, Madras coast, she sprang a leak, and notwithstanding the efforts made to stop the leakage and run her ashore, she foundered in 4 fathoms of water on the day following (9th July), and was totally lost with all her cargo. No life lost. The value of the vessel is estimated at ₹1,000.

20. Maxime David.—A French wooden barque; of Rouen; 795 tons register; official number not given; age 14 years; classed in Bureau Veritas L. 3-3-1-1; from Bourbon to Calcutta; in stone ballast; crew, 15 men.

This vessel left Bourbon about the 17th June for Calcutta, and on the 12th July arrived on the coast of Orissa. At 9-30 P.M. of that day soundings were taken and 7½ fathoms of water were found. The course was changed, and

more frequent soundings were subsequently taken. When at five fathoms, the Chief officer suggested anchoring the vessel; the Master considered it unnecessary. Between 9 and 10 P.M. the breakers on the coast were seen and heard, and at 2-45 A.M. of the 13th July the ship struck and went to pieces when about 2 miles south-west of the Devi river. The boatswain swam ashore. Five of the crew were saved by a boat. The Chief officer swam ashore in a life-buoy, and four of the crew reached the shore on ladders. The Master and three of the crew were drowned, and the vessel totally lost, the value of which is estimated at 140,000 francs.

A Court of Enquiry held to investigate the cause of the stranding of the *Maxime David*, were of opinion that the Master ought to have anchored as soon as he saw the breakers, as the anchors would have held and the ship would have been saved. They were also of opinion that a new light at the mouth of the Devi river would undoubtedly be of great assistance.

AUGUST.

21. Hyder Ally.—A British Indian barque; of Negapatam; 342 tons register; official No. 7; age 12 years; from Kakana on the east coast of Camorta to Moulmein; cargo, cocoanuts; crew, 27 men.

This vessel lost a jollyboat and four of her crew at 3 P.M. of the 3rd August whilst engaged in loading a cargo of cocoanuts at Nancoury harbour, Nicobars, apparently owing to the displacement of her bottom plug. Value of the jollyboat not stated. Cargo partially lost, value not given.

22 Nazim.—A British inland steel flat, belonging to the India General Steam Navigation Company, of Calcutta; 700 tons register; no official number; age 8 years; from Dibrugarh to Calcutta; cargo, 9,000 chests of tea, value ₹3,00,000; crew, 18 men.

The flat was proceeding down the Bhoj Bojah river in the Sunderbuns, and at 10 A.M. of the 30th August she accidentally came in contact with a snag under water and foundered with all her cargo. No life lost.

SEPTEMBER.

23. A Boat.—(No name). A British Indian pleasure yacht; of Panjoo: a sub-port of Bassein; tonnage not given, not registered; no cargo; nor crew.

This boat was taken out for a cruise in the Bassein creek, Bombay coast, with one adult passenger, two children, and an infant, at 2 P.M. of the 7th September, and whilst passing the 15th girder of the southern Bassein bridge, she was drifted on to the ironworks owing to strong winds and tide, and capsized and sunk; value not known. The two children were drowned, and the adult and infant were rescued by a boat sent from Panjoo by persons who witnessed the accident.

24. Lakhmipassa.—A native craft; of Porbandar; 85 tons; official No. 68; age 32 years; classed as a Kotia; from Porbandar to Bombay; cargo 30 grain bags, 60 cans of ghee, and stone slabs; value not stated; crew, 11 men.

Encountered a severe gale when clearing off the entrance of Porbandar creek, Kathiawar coast, at noon of the 18th September; and being overballasted, she stranded on a reef and was dashed to pieces the following day. The value of the vessel is estimated at ₹2,500. No loss of cargo. No life lost.

OCTOBER.

25. Rampersad.—A native craft; of Kurrachee; 78 tons register; official No. 1367; age 7 years; from Zanzibar to Kurrachee; cargo, boorthy wood, cocoanuts and cowries, value not reported; crew, 8 men.

Stranded at 2 P.M. of the 2nd October when between Hajamru and the Khobar mouth of the Indus river, Sind coast, owing to stress of weather and was totally wrecked; value estimated at R3,500. The cargo was partially lost value R1,300; and a portion damaged, value not stated. No life lost.

26. Secundry.—A British Indian muchwa; of Kurrachee; 13 tons register; official No. 431B.; age three years; classed as a fishing boat; from Kurrachee to the Khoond jungle, with fishing nets; 28 passengers (16 men, 6 women, 6 children) and a crew of 8 men.

This boat whilst entering the Pitani mouth of the Indus river, encountered an unexpected heavy sea at 10 A.M. of the 3rd October, and was capsized and finally lost with all her cargo. Value of the vessel *not* reported. One man, 3 women, and 5 children were drowned.

27. Juverpussa.—A native craft; of Navanuggar; 102 tons register; official number, age and class not given; from Lingah to Busrah, with 730 maunds of charcoal; value R695; one passenger, and a crew of 11 men.

At midnight of the 11th October, when near the island of Farsi, in the Persian gulf, this vessel encountered very heavy weather, drifted ashore, and finally broke in pieces; value not stated; Cargo all lost. No life lost. The men having saved themselves by means of a wreckage, were picked up after five days by a boat and brought to Bushire.

28. Ashmee.—A Turkish buggalow; of Lingah; 90 tons register; official number, age and class not stated; from Busrah to Aden; cargo, dates; value not given; 6 passengers and a crew of 23 men.

The buggalow, whilst going down the Shat-el-Arab at 7·45 P.M. of the 25th October, ran into H. M. Indian Marine steamer *Lawrence*, which was proceeding up at the same time, and struck her starboard sponson, stem on. The *Lawrence* sustained no damage, but the buggalow being heavily laden with dates, had the butt ends of her planking started through the blow of the collision and she sank with all her cargo in a few minutes in 3½ fathoms, close to the Dubbah island shore, off the Faleri creek in the Persian gulf. Value of the vessel not given. No life lost. The accident is attributed to the buggalow not showing any lights.

NOVEMBER.

29. Enterprise.—Her Majesty's Indian Marine steamer; of Calcutta; 540 tons register; official number, age, class, unknown; from Rangoon to Port Blair; no cargo; crew, 83 men.

This vessel was moored in the harbour of Port Blair, Andamans, at 3 A.M. of the 2nd November, when she encountered a severe cyclone which passed over the island at the time. Being unable to get up steam in time, she met the full force of the cyclone and weathered the storm fairly well, when she suddenly broke from her moorings, drifted on to South Point reef, and was dashed to pieces. The ship's complement, not including the private servants of the officers, con-

sisted of 83 men; of these, 4 lascars, 1 fireman and 1 native steward were saved; the rest were all drowned.

30. Coleroon.—A British composite brig; of Calcutta; 346 tons register; no official No.; age 23 years; employed in the Port Officer's Department as a Pilot Vessel; crew, 41 men.

This vessel was moored in the Sandheads during the severe cyclone that crossed the bay of Bengal on the night of the 5th November, and was last seen at 2 P. M. of that day, bearing W. S. W., distance about 7 miles. She shortly after wore round, and was last seen in the rain squall. As since then no report had been received in the Port Office regarding this vessel, the steamer *Guide* was sent in search of her. The search was carried on for several days without any result; but about the 20th November some wreckage had been found on the coast of Orissa, and identified by the *Guide* as having come from the brig *Coleroon*, which was supposed to have foundered in the recent gale with all hands on board. 42 lives were lost.

31. Harsingar.—A British Indian kotia; of Cutch; 137 tons register, official number not known; age 10 years; from the Nicobars to Colaba; cargo cocoanuts; value ₹5,000; crew, 14 men.

At about 2 A.M. of the 5th November this vessel encountered a severe cyclone, not far from the Intermediate light station at Saugor, and not being able to withstand the force of the storm, she sank with all her cargo. The crew were thrown in the water, 12 of whom were reported to be missing, and only two reached Calcutta. The value of the vessel is not reported.

32. Luckmipassa.—A native craft; of Cutch; 112 tons register; official number not known; classed as a ganja; from the Nicobars to Calcutta; cargo cocoanuts; value ₹3,000; crew, 12 men.

At 2 A.M. of the 5th November, this vessel encountered a severe cyclone whilst entering the Hooghly river, and had her masts, rigging, etc., carried away. She ultimately foundered and her crew thrown into the water, 8 of whom are reported to be missing, and only 4 reached Calcutta. Cargo all lost.

33. Phuttel Barry.—A British three-masted wooden barque; of Calcutta; 705 tons register; official No. 30684; age 59 years; from Pamban to Akyab; in ballast; crew, 39 men.

This vessel was proceeding from Pamban to Akyab and is supposed to have encountered the cyclone which passed over the bay of Bengal on the 5th November, and foundered with all hands; but the exact position has not been reported.

34. Romsdall.—A British iron ship; of Glasgow, 1,827 tons register; official No. 78556; age 15 years; classed at Lloyd's 100 A. I.; from Chittagong to Dundee; cargo, jute; value about ₹50,492; crew, 31 men.

This vessel was towed out to sea by the tug *Mary* on the 31st October; and everything appeared in good trim and efficient order when she left Chittagong. Nothing has been heard of her since; and it is believed that she was overtaken by the cyclone that passed over the bay of Bengal, on the 5th November, and foundered with all on board.

35. Mahdi Persad.—A native craft; of Cutch; tonnage, official number, age, and class not given; from the Maldive islands to Calcutta, with a cargo of shells and coir rope, value not reported; crew, 9 men.

This vessel was caught in a cyclone westward of Shortt's island, Orissa coast, on the night of the 5th November, and not being able to withstand the force of the storm, she capsized and was totally lost with all her cargo. Three of the crew were drowned, whilst six saved themselves by means of planks, and came to Balasore, where they were taken on board the steamer *Pilot* and brought to Calcutta.

36. Ramchodprasad Harakhsavai.—A British Indian padow; of Bulsar; 57 tons register; official No. 2315; age 31 years; from Bulsar to Tellicherry, with a cargo of raggi; value R3,062-8.

Encountered a cyclonic storm and rough seas opposite Tellicherry, Malabar coast, at 2-30 P.M. of the 6th November; and had her main mast carried away. The cable of her anchor having then parted, she drifted ashore and became a total wreck. Value of the vessel not stated. Some of the cargo was lost, and a portion jettisoned; value estimated at R2,000. No life lost.

DECEMBER.

37. Chan Tha Gyee.—A British Burman kattoo; of Tavoy; 59 tons register; official number not reported; age 4 years; from Tavoy to Rangoon; cargo, planks, value R30; and dhauree leaves, value R560; crew, 15 men.

When the vessel was about 15 miles off the Middle Moscos, Burma coast, she was suddenly struck by a gale of wind, and being capsized, sunk with all her cargo at 2 A.M. of the 21st December. The crew took to planks and other wreckage, and drifting on to one of the islands there were saved, with the exception of two men who were drowned. The value of the vessel is estimated at R3,000.

38. Umtata.—A British screw steamer; of London; 1,131 tons register; official No. 87070; age 9 years; classed at Lloyd's 100 A. I.; from Calcutta to Madras; cargo, rice and gunny bags; value not stated; 1 passenger; and a crew of 54 men.

This vessel is reported to have gone ashore in the Armeghon shoal a little after midnight of the 23rd December, owing to the Master having mistaken Armeghon lighthouse for the Madras light. Every effort was made to get the vessel off by obtaining assistance from shore, and jettisoning a portion of the cargo, to lighten her. The Master and crew finding their endeavours hopeless, abandoned the vessel, which ultimately settled down till the stern was level with the water. Value of the vessel not stated. No life lost.

39. Padaruth.—A native craft; of Jafrabad; 38 tons register; official No. 35; age, not known; from Bhownagar to Bombay; cargo, bones; value R360; crew, 6 men.

Grounded near the Ramesur creek, gulf of Cambay, at midnight of the 25th December, and was totally wrecked owing to strong currents and ignorance of the Tindal in regard to the navigation of the creek. Value of the vessel estimated at R800. Cargo partially lost, value R108; and partly damaged, value R75. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Dundee*	1,998	A British four-masted iron barque.	January 3rd	Philadelphia	Calcutta	Kerosine oil, value not reported.
2	*Gangoo*	24	British Indian mahagiri	Do. 4th	Kalyan	Bombay	Hay, value not reported
3	*Andora*	1,670	British iron ship	Do. 10th	Calcutta	Beerherhaven	Jute, value not reported
4	*Clan Drummond*	1,904	Do screw steamer	Do. do.	Do.	London	General, value not reported
5	*Sir Robert Fernie*	2,410	Do. four-masted barque	Do. do.	Do.	New York	Do. do.
6	*Deepdale*	1,715	Do. screw steamer	Do. 11th	Do.	Dundee	Do. do.
7	*Mary L. Stone*	1,458	American three-masted ship	Do. do.	Do.	New York	Do. do.
8	*Lawada*	2,140	British screw steamer	Do. 14th	Do.	Malabar coast and Bombay.	Do. do.
9	*Samuel Skolfield*	1,513	American three-masted wooden ship.	Do. 15th	Probalingo (Java)	Calcutta	In ballast
10	*Gwalior*	1,602	British three-masted screw steamer.	Do. do.	Bombay	Singapore	General, value not reported
11	*Bhundara*	2,190	British screw steamer	January 17th	Calcutta	Rangoon	Do. do.
12	*Scindia*	2,833	Do. do.	Do. 23rd	Port Said	Calcutta	Do. do.
13	*Traveller*	1,933	Do. do.	Do. 25th	Liverpool	Do.	Do. do.
14	*Bengal*	.....	British inland flat	Do. 27th	Calcutta	Dibrughas	No cargo
15	*Dundee*	1,998	British four-masted iron barque.	Do. 31st	Philadelphia	Calcutta	Kerosine oil, value not reported.
16	*Commilla*	550	British screw steamer	February 1st	Chittagong	Akyab	General, value not reported.
17	*Aconcagua*	496	British iron barque	Do. 2nd	Colombo	New York	Oil, plumbago, etc., value not reported.
18	*Kastoo*	69	British Indian muchwa	Do. 3rd	Dhabol	Bombay	Jaggery, groundnuts, and turmeric, value R1,338.
19	*Pahenari*	15	British Indian mahagiri	Do. 4th	Belapur	Bombay	Hay, value R40.
20	*Rydall Hall*	2,139	British screw steamer	Do. 5th	Suez	Perim	Coal, value not reported
21	*Laxmiprasad*	32	British Indian lateen	Do. 6th	Mahuva	Bombay	Cotton, value R18,700; ghee, value R11; oil, value R408.
22	*Falconhurst*	1,998	British iron ship	Do. 8th	Calcutta	Hamburg	Jute, value not reported
23	*Sardomene*	1,943	Do. do.	Do. do.	Do.	San Francisco	General, value not stated
24	*Dhulap*	13	British Indian mahagiri	Do. 9th	Karanja	Bombay	Straw, value R80
25	*Bhawani*	10	Do. do. muchwa	Do. do.	Thana	Do.	Firewood, value R56
26	*Futte Bandha*	45	Do. do. ganja	Do. 11th	Jaitapore	Kutch	Jaggery, value R4,816
27	*Mount Lebanon*	1,555	British screw steamer	Do. do.	Calcutta	Aden	Rice and a general cargo
28	*Avala*	2,415	Do. do.	Do. do.	Do.	London	General, value not reported.
29	*Sugarpacha*	48	Native craft	Do. do.	Jodiya	Bombay	Cotton seeds and urad, value not reported.
30	*Lindula*	2,199	British screw steamer	Do. 12th	Calcutta	Cochin	Rice and gunnies, value not reported.
31	*Yekadase*	11	British Indian muchwa	Do. do.	Bombay	Bhwindi	Cement, value R648.
32	*Puranprasad*	25	Do. do. lateen	Do. do.	Dahanu	Uran	Firewood, value R140
33	*Sir Robert Fernie*	2,410	Do. four-masted barque	Do. 14th	Calcutta	New York	General, value not reported.
34	*Sakarkhadee*	15	Do. Indian muchwa	Do. do.	Kalyan	Bombay	Hay, value R110.
35	*Alavelu Mangavma*	176	Do. do. brig	Do. do.	Negapatam	Tondi	Timber, value not reported,
36	*Dunfermline*	2,773	Do. four-masted	Do. 24th	At Rangoon		Salt, value not reported
37	*R. C. Rickmers*	1,663	German wooden barque	Do. do.	Rangoon	Bremen	Rice, value not reported
38	*Pentaieta*	2,209	British screw steamer	Do. 28th	Calcutta	Rangoon	General, value not reported.
39	*Fultala*	2,612	Do. do.	Do. do.	Do.	Alleppy	Do. value R3,25,000

Waters during the year 1891.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Fulta flat	Hooghly river	Grounding.—Accidental	None lost	None lost.
Near the railway bridge, Thana creek	Bombay coast	Do. Heavy weather	Do.	Cargo jettisoned.
Garden Reach	Hooghly river	Collision with the *Clan Drummond* and *Sir Robert Fernie*; the former, through an error of the Pilot; the latter was an unforeseen accident.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Andora*.—Error of the Pilot.	Do.	Do.
Do. do.	Do. do.	Do. with the *Andora*.—Accidental	Do.	Do.
At the Nynan buoy, Diamond sand	Do. do.	Grounding.—Error of the Pilot	Do.	Do.
On the tail of the College sand	Do. do.	Do. Accidental	Do.	Do.
Moyapore Reach	Do. do.	Stranding do.	Do.	Do.
At the lower part of Garden Reach	Do. do.	Grounding.—Error of the Pilot	Do.	Do.
Lat. 5° 39′ N., Long 81° 50′ E.	Indian ocean	Damage to engine.—Error of the Engineer	2 lives lost	Do.
At Hog river Reach	Hooghly river	Collision with the flat *Wokil*.—Accidental	None lost	Do.
Lower Nynan mark	Do. do.	Grounding.—Alteration of the channel	Do.	Do.
Not reported	Red sea	Damage to Engine.—Not reported	Do.	Do.
At Mooneckhally point	Hooghly river	Collision with the *Tyrone*.—Accidental	Do.	...
On its way up from Budge-Budge to Calcutta	Do. do.	Collision with the *Retriever*.—Error of the Master of the tug.	Do.	None lost.
At the Ring buoy bar, Chittagong river	Chittagong coast	Grounding.—Accidental	Do.	Do.
Lat. 9° 30′ S., and Long 83° 30′ E.	Ceylon do.	Loss of masts, etc..—Heavy weather	Do.	Do.
At the mouth of the Anjanvel creek	Bombay do.	Stranding do. do.	Do.	Cargo all lost.
On a rock near the Awas creek	Do. do.	Loss of masts, ropes etc.,—Heavy weather	Do.	Do.
On the Mocha shoal	Red sea	Grounding.—Tides and currents	Do.	None lost.
Opposite the village of Bardi, in the district of Umbargaon.	Bombay coast	Sprung a leak.—Heavy weather	Do.	Cargo jettisoned, value ₹3,400; damaged value ₹1,000.
Moyapore bar	Hooghly river	Collided with the *Sardomene*. Defective steering gear of that vessel.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Falconhurst*.—Defective steering gear.	Do.	Do.
About a mile from the Karanja barge	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
At Ghatkhadi, a sub-port of Trombay	Do. do.	Sprung a leak.—Heavy weather	Do.	None lost.
On a rock opposite Arnala, one mile from the port.	Do. do.	Do. do.	Do.	Cargo lost, value ₹3,000; damaged ₹500.
At the Eden bar	Hooghly river	Collision with the *Avala*.—Error of the Pilot.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Mount Lebanon*—Error of the Pilot.	Do.	Do.
In a creek at Surat	Bombay coast	Damage to vessel.—Defective construction.	Do.	Cargo jettisoned, value not reported.
On the Moyapur bar	Hooghly river	Grounding.—Accidental	Do.	None lost.
On the buttress of the G. I. P. Railway bridge, off the village of Ittawa.	Bombay coast	Capsized.—Tides and currents	Do.	Cargo all lost.
On a rock south of Dahanu bandar	Do. do.	Stranding.—Error of the Tindal	Do.	Do., partially lost.
On the Roypore sand	Hooghy river	Grounding.—Accidental	Do.	None lost.
Between the Kulwa and G. I. P. Railway bridges.	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
At the port of Tondi	Madras do.	Damage to vessel.—do. do.	Do.	Do., value ₹200.
Off Sale Pagoda wharf, Rangoon river;	Burma do.	Collision with the *R. C. Richmers*.—Tides and currents.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Dunfermline*.—Tides and currents.	Do.	Do.
Off the Huldee river mouth	Hooghly river	Grounding.—Tides and currents.	Do.	Do.
On the flat above Matiabrooj ghât	Do. do.	Do.—Accidental	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
40	*Port Jackson*	1,728	British screw steamer	March 6th	Albany	London	Wool, and a general cargo, value not reported.
41	*Bassein*	208	British inland steamer	Do. do.	Calcutta	Balasore	General, value R12,000
42	*Trevalgan*	1,570	British screw steamer	Do. do.	Akyab	Port Said	Rice, value not reported
43	*Ameer*	2,622	Do. do.	Do. 11th	Liverpool	Calcutta	General, value not reported
44	*Knutsford*	1,350	Do. do.	Do. 13th	Penarth	Colombo	Coal and acid, value not reported.
45	*Purnea*	2,156	Do. do.	Do. 21st	Rangoon	Penang	General, value not reported
46	*Yeshwanty*	56	British Indian pattimar	Do. 23rd	Quilon	Bombay	No cargo
47	*Abdool Khair*	29	Do. do. muchwa	Do. do.	At Cochin		Do.
48	*Seine*	1,978	British three-masted schooner.	Do. 25th	Rangoon	London	Rice, value not reported
49	*Ameer*	2,622	British screw steamer	Do. 26th	Calcutta	Do.	General, value not reported.
50	*Surat*	39	British Indian steam launch.	Do. 29th	Nagothna	Dharamtar	No cargo
51	*Palitana*	1,936	British screw steamer	Do. do.	Penang	Calcutta	Fish, vermicelli, and a general cargo, value not reported.
52	*Putiala*	1,936	Do. do.	April 1st	Calcutta	Rangoon	General, value not stated
53	*Cumberland*	1,798	British iron ship	Do. do.	Colombo	Do.	In ballast
54	*Yankeetown*	425	British paddle steamer	Do. 2nd	Rangoon	Prome	No cargo
55	*Naranprasad*	53	British Indian ganja	Do. 6th	Bombay	Broach	Cocoanuts, value R875
56	*Castledale*	1,532	British screw steamer	Do. do.	Calcutta	Hamburg	General, value not reported
57	*Beresford*	1,379	Do. do.	Do. 7th	Port Said	Point de Galle	Coal, value not reported
58	*Fatemori Salamati*	73	British Indian lateen	Do. 8th	At Sadashivgad		Firewood, value R450.
59	*Persis*	1,204	Do. do.	Do. 10th	Bushire	London	Wheat and a general cargo, value not reported.
60	*Lowther Castle*	1,824	British iron ship	Do. 12th	Calcutta	Falmouth	Jute, value not reported
61	*Mary L. Cushing*	1,525	An American wooden ship	Do. do.	Do.	New York	Saltpetre, jute, hides, and bamboos, value R8,00,000.
62	*Canara*	1,216	British screw steamer	Do. 15th	Rangoon	Calcutta	General, value not reported.
63	*Onaway*	421	Do. wooden ship	Do. 19th	Cochin	New York	General, value not reported.
64	*Discovery*	1,224	British screw steamer	Do. do.	Batavia	Kurrachee	Kerosine oil, value not reported.
65	*Savitri*	72	Do. Do.	Do. 23rd	Carnac bandar	Dharamtar	No cargo.
66	*Dangi Imamshahi*	.....	British Indian wooden barque	Do. 24th	Veraval	Kurrachee	Onions and garner, value R299-7-6.
67	*Sakhri*	76	Do. do. muchwa	Do. 28th	Bombay	Viziadurg	Salt, value R914-1-0.
68	*Yeshwanti*	7	Do. do.	Do. 29th	Nagothna	Bombay.	Firewood, value R50.
69	*Vadala*	2,164	British screw steamer	Do. do.	Calcutta	Mauritius	General, value not reported.
70	*Yeshwanti*	11	British Indian muchwa	May 2nd	Mora	Viziadurg	Salt, value R1,207-0-8.
71	*Daventry*	1,579	British screw steamer	Do. 3th	Calcutta	Hull	Wheat and castor oil, value R2,90,192-12.
72	*Mahadeoprasad*	12	British Indian lateen	Do. 7th	Belapoor	Chiploon	Salt, value R1,005
73	*Glen Caladh*	494	British iron barque	Do. 9th	Chittagong	Zanzibar	Rice, value not reported
74	*Clio*	1,779	British screw steamer	Do. 13th	Kurrachee	Bombay	General, value not reported
75	*City of Venice*	2,201	British three-masted screw steamer.	Do. 14th	Calcutta	London	Do. do.
76	*Deepdale*	1,715	British screw steamer	Do. do.	Aden	Colombo, Madras, and Calcutta.	Do. do.
77	*Kornafuli*	600	British inland flat	Do. 15th	At Calcutta		No cargo
78	*Kenilworth*	2,243	American steel ship	Do. do.	Calcutta	New York	General, value not reported.
79	*Laxmiprasad*	11	British Indian muchwa	Do. 23rd	Nagothna	Bombay	Firewood, value R105.

Waters during the year 1891—contd.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the Elba reef, Perim island	Red sea	Grounding.—Defective steering gear.	None lost	None lost.
Between the inner and outer bars, Balasore river.	Orissa coast	Stranding.—Tides and currents	Do.	Not reported.
East coast of Ceylon	Bay of Bengal	Grounding do.	Do.	None lost.
On the bar at sankral Reach	Hooghly river	Do. Heavy weather	Do.	Do.
At Jebel Zukur	Red sea	Do. Tides and currents	Do.	Do.
On the Chokey Point Lump, Rangoon river	Burma coast	Stranding.—Error of the Pilot	Do.	Do.
Alleppy roadstead	Madras do.	Do. Heavy weather	Do.	.....
Do. do.	Do. do.	Capsized. do.	Do.	.....
Upper Chokey Point buoy, Rangoon river	Burma do.	Grounding.—Error of the pilot	Do.	None lost.
Lower College sand buoy, Garden Reach	Hooghly river	Do. do.	Do.	Do.
Half a mile south of the Nagothna wharf	Bombay coast	Sprung a leak.—Tides and currents	Do.	Do.
Eastern Grove sand, Rangoon river	Burma do.	Grounding.— do.	Do.	Do.
Off the town whilst proceeding up the Rangoon river.	Do.	Collision with a native boat.—Error of the Tindal of the boat.	Do.	Do.
Gulf of Martaban	Do.	Collision with I. M. S. *Dalhousie*.—Error of the Mate.	Do.	...
12 miles north of Maubin	Do.	Fire.—Unknown	Do.	...
4 *miles off* Chikhli, a sub-port of Gholewad	Bombay do.	Stranding.—Tides and currents	Do.	Cargo partially lost, value R101.
Panchpara flat	Hooghly river	Grounding.—Accidental	Do.	None lost.
Lat. 12′ N., Long. 38° 20′ E.	Red sea	Damage to engine.—Not reported	Do.	Do.
Sadashivgad creek	Bombay coast	Stranding.—Tides and currents	Do.	Cargo partially lost, value R38.
At Ras-al-had	Gulf of Oman	Grounding.—Error of the Master	Do.	Two hundred and fifty bags of cargo jettisoned, value not reported.
Garden Reach	Hooghly river	Collision with the *Mary L. Cushing*.—Error of the Master of the tug *Warren Hastings*.	Do.	None lost.
Do.	Do. do.	Do. with the *Lowther Castle*.—Error of the Master of the tug *Warren Hastings*.	Do.	Do.
Below Caffree Point	Do. do.	Do. with a country boat—Error of the Tindal of the boat.	Do.	None lost.
On the bar at the entrance of the Cochin river	Malabar coast	Do. Accidental	Do.	Do.
Near Aden	Gulf of Aden	Damage to engine—Heavy weather	Do.	Do.
About 5 or 6 miles from the North Channel beacon, Moody bandar.	Bombay coast	Collision with the hopper barge *Curlew*—Error of the Master.	Do.	.....
In the harbour of Veraval	Kathiawar do.	Stranding—Tides and currents	Do.	Cargo partially damaged, value R2,151-7-3.
Whilst anchored at the port of Mora	Bombay do.	Capsized—Heavy weather	Do.	Do. partially lost, value R234-14-2.
About a mile north of Dharamtar	Do. do.	Do. do.	Do,	Do. all lost.
At Jarmaker's Reach	Hooghly river	Grounding—Defective steering gear	Do.	None lost.
In the Mora creek	Bombay coast	Do. Tides and currents	Do,	Cargo partially lost, value R894-4-1.
No. 6 jetty, Calcutta moorings	Hooghly river	Fire.—Accidental	Do.	None lost.
Near Karava in the Thana creek	Bombay coast	Stranding.—Heavy weather	Do.	Cargo all lost.
Near Patunga	Chittagong do.	Grounding.—Tides and currents	Do.	None lost.
East side of Kurrachee harbour	Sind do.	Do. do.	Do.	Do.
Off Manissa Point, near Point de Galle	Ceylon do.	Do. defective machinery	Do.	Do.
Colombo harbour	Do. do.	Damage to masts.—Accidental	Do.	Do.
No. 2 Swinging buoy, Prinsep's ghat	Hooghly river	Collision with the Pilot brig *Fame*.—Heavy weather.	Do.	Do.
Esplanade moorings, Calcutta	Do. do.	Fire.—Unknown	Do.	Cargo damaged, value not reported.
On a bank in the Nagothna creek	Bombay coast	Stranding.—Tides and currents	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
80	*Hariprasad*	19	British Indian patow	May, 24th	Bankot	Bombay	Country coal; value R106.
81	*Ramedi*	20	Do. muchwa	Do. 26th	Kalyan	Do.	Bricks, value R100
82	*Duke of Argyll*	2,037	British screw steamer	Do. 31st	Calcutta	London	Not reported
83	*Assyria*	970	Do. do.	June, 2nd	Cutch Mandvi	Kurrachee	Do.
84	*Walden Abbey*	1,754	Do. iron ship	Do. 10th	Calcutta	London	Wheat and linseed, value not reported.
85	*Fatekhair*	45	British Indian batel	Do. do.	Bombay	Porbandar	Sugar, sugarcandy, grain, flour, and cotton yarn, value R1,770.
86	*Henry Bolckow*	639	British screw steamer	Do. 13th	Bundar Abbas	Bombay	General, value not reported.
87	*Huntingdon*	1,464	Do. do.	Do. 14th	Newport	Calcutta	Salt, value not reported
88	*Yeshwanti*	5	British Indian muchwa	Do. 15th	Rajpuri	Ratnagiri	Harik, paddy and wari, value R50.
89	*Shahzada*	1,046	British screw steamer	Do. 18th	Calcutta	Rangoon	General, value not reported
90	*Hilston*	1,998	Do. iron ship	Do. 19th	Cardiff	Do.	In ballast
91	*Glanperis*	1,074	Do. iron barque	Do. 19th	Hamburg	Do.	Salt and a general cargo, value not reported.
92	*Tuna*	85	Do. screw steamer	Do. 21st	Aden	Hodeidah	General, value not reported.
93	*Japan*	1,865	Do. do.	Do. 25th	Calcutta	The Straits and Hong-Kong.	Opium, and a general cargo, value not reported.
94	*Callirrhoe*	2,249	Do. iron ship	Do. do.	Liverpool	Calcutta	Cargo, salt, value not reported.
95	*Indore*	2,088	Do. do.	Do. do.	New York	Do.	Kerosine oil, value not reported.
96	*Patna*	1,149	Do. screw steamer	Do. 30th	Rangoon	Do.	General, value not reported.
97	*Kut Sang*	1,495	Do. do.	Do. do.	Calcutta	Hong Kong	Do. do.
98	*Ville de Redon*	718	Do. do.	July, 4th	Algoa	Rangoon	In ballast
99	*Loodiana*	2,140	Do. do.	Do. do.	Calcutta	Colombo	General, value not reported.
100	*Latona*	1,920	Do. do.	Do. do.	Suez	Do.	Coals, value not reported
101	*Gopalaswamy*	93	British Indian wooden barque.	Do. 7th	Chittagong	Naraingunge	Salt, value R2,250
102	*Hoseinee*	994	British screw steamer	Do. 8th	Aden	Bombay	General, value not reported, and ballast.
103	*King Arthur*	1,047	Do. do.	Do. 10th	Bombay	Jeddah	General, value not reported.
104	*Ladakh*	1,942	Do. iron ship	Do. do.	New York	Calcutta	Petroleum, value not reported.
105	*Clan Buchanan*	1,913	Do. screw steamer	Do. 16th	Calcutta	London	Indian produce, value not reported.
106	*H. M. Pollock*	1,623	Do. do.	Do. 19th	Port Said	Kurrachee	Wheat, value not reported.
107	*Yvonne Marie*	1,024	French iron barque	Do 23rd	Bourbon	Calcutta	In ballast
108	*Kenilworth*	2,243	American iron ship	Do. do.	Calcutta	New York	General, value not reported.
109	*La Seyne*	1,287	French screw steamer	Do. 27th	Aden	Bombay	Do. do.
110	*Knight Companion*	2,143	British do.	Do. 28th	Bombay	Antwerp	Seeds and cotton, value not reported.
111	*Aston Hall*	2,254	Do. do.	Do. 28th	Port Said	Kurrachee	General, value not reported.
112	*Saint Asaph*	1,284	Do. do.	August 2nd	Singapore	Montreal	Sugar, value not reported
113	*Ramban*	...	British Indian muchwa	Do. 3rd	Moolkhand	Bombay	Fishing nets, value R400
114	*Mary Beyts*	2,234	British screw steamer	Do. 6th	Kurrachee	Hull	Wheat, value not reported.
115	*British King*	3,042	Do. do.	Do. do.	Calcutta	Antwerp	General, value not reported.
116	*Newcomen*	1,353	Do. do.	Do. 8th	Port Said	Bombay	Coals, and a general cargo, value not reported.
117	*Sirdhana*	2,055	Do. do.	Do. 10th	Rangoon	Colombo	General, value not reported.
118	*Goa*	1,232	Do. do.	Do. 11th	Moulmein	Calcutta, *viâ* Rangoon	Do. do.
119	*City of Calcutta*	2,505	Do. do.	Do. 13th	Calcutta	London	Do. do.
120	*Amara*	1,566	Do. do.	Do. 14th	Perim	Bushire	Do. do.

Waters during the year 1891—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when ascertainable.	Number of lives lost or saved.	Cargo lost or saved.
At the entrance of the Bankot creek	Bombay coast	Capsized.—Heavy weather	None lost	None lost.
Between the Great Indian Peninsula Railway bridge and Chandni bandar at Thana.	Do.	Stranding.— Do. do.	Do.	Cargo all lost.
On the Pulicat shoal	Madras do.	Grounding.—Do. do.	Do.	.....
Kurrachee harbour	Sind do.	Do. Tides and currents	Do.	.....
On the Jellingham channel	Hooghly river	Grounding.—Alteration in the channel	Do.	None lost.
Porbandar creek	Kathiawar coast	Stranding.—Tides and currents	Do.	Cargo partially lost, value ₹3,472; damaged ₹129.
Lat. 21° 42′ N., Long. 67° 8′ E.	Arabian sea	Sprung a leak.—Accidental	Do.	None lost.
Aden harbour	Gulf of Aden	Damage to engine.—Do.	Do.	Do.
Whilst entering Ara creek	Bombay coast	Stranding.—Heavy weather	Do.	Cargo all lost.
Below the Eden channel	Hooghly river	Grounding.—Error of the Pilot	Do.	Do.
Rangoon river	Burma coast	Collision with the "*Hilston*."—Error of the Master of the "*Glanperis*."	Do.	Do.
Do. do.	Do. do.	Do. with the "*Hilston*."—Error of the Master.	Do.	None lost.
Lat. 14° 35′ N., Long. 42° 54′ 10″ E.	Red sea	Stranding.—Heavy weather	Do.	Do.
On the lower part of Eden channel	Hooghly river	Grounding —Alteration in the channel	Do.	Do.
Roypore Reach	Do. do.	Collision with the "*Indore*."—Accidental	Do.	Do.
Do. do.	Do. do.	Do. with the "*Callirrhoe*."—Accidental.	Do.	Do.
At the Nynan crossing	Do. do.	Do. with the Flat buoy.—Accidental	Do.	Do.
Nynan Reach	Do. do.	Grounding.—Tides and currents	Do.	Do.
Two miles S. S. E. of the Eastern Grove light-house.	Burma coast	Do. Heavy weather	Do.	Do.
Fisherman's Point	Hooghly river	Loss of anchor and chain.—Accidental	Do.	Do.
Lat. 12° 17′ N., Long. 56° 40′ E.	Arabian sea	Sprung a leak.—Heavy weather	Do.	Do.
Whilst at Kumarkhally, Chittagong river	Chittagong coast	Collision with the "*Idroos*."—Tides and currents.	Do.	Do.
Lat. 18° 32′ N., Long. 67° 23′ E.	Arabian sea	Damage to engine.—Defective construction.	Do.	Do.
Lat. 17° 42′ N., Long. 67° 36′ E.	Do.	Do. do. Tides and currents	Do.	Do.
Gasper channel	Hooghly river	Collision with the tug "*Alexander*."—Accidental.	Do.	Do.
At Jebel Seyan, opposite the island of Perim	Gulf of Aden	Stranding.—Tides and currents	Do.	Do.
Lat. 19° 40′ N., Long. 60° 25′ E.	Arabian sea	Damage to engine.—Tides and currents	Do.	Do.
At the Sandheads	Bay of Bengal	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Mooneekhally Point	Hooghly river	Stranding.—Tides and currents	Do.	Do.
Lat. 15° 37′ N., Long. 51° 50′ E.	Arabian sea	Damage to engine.—Accidental	Do.	Do.
Lat. 19° N., Long. 68° 32′ E.	Bombay coast	Sprung a leak.—Heavy weather	Do.	Cargo jettisoned, value not reported.
Lat. 15° 24′ N., Long. 53° 44′ E.	Arabian sea	Damage to engine.—Not reported	Do.	Do. partially lost, value not reported.
At Ras Abala	Gulf of Aden	Grounding.—Error of the Master	Do.	None lost.
Off Worlee	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
Lat. 24° 20′ N., Long. 66° 20′ E.	Arabian sea	Damage to engine.—Not reported	Do.	None lost.
Above Fulta Point	Hooghly river	Grounding.—Accidental	Do.	Do.
Lat. 17° 33′ N., Long. 70° 25′ E.	Arabian sea	Fire.—Spontaneous combustion	Do.	Cargo partially damaged.
At the entrance to the port of Alleppy	Malabar coast	Grounding.—Alteration in the Channel	Do.	None lost.
Opposite the oil works at Danidaw, Rangoon river.	Burma do.	Collision with a cargo boat.—Error of the Tindal.	Do.	Cargo all lost.
Upper Bellary bar	Hooghly river	Grounding.—Accidental	Do.	None lost.
Outside Bushire	Persian gulf	Stranding.—Not reported	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
121	*Dhamra*	600	British iron cargo flat	August, 18th	Calcutta	Assam	General, value not reported.
122	*Palamcotta*	2,208	Do. screw steamer	Do. 19th	Do.	Rangoon	Do. do.
123	*Selene*	861	Austro-Hungarian barque	Do. 21st	Do.	Bombay	Do. do.
124	*M. and E. Cox*	1,185	British wooden barque	Do. 24th	Rio de Janeiro	Colombo	In ballast
125	*Clan MacArthur*	2,635	Do. screw steamer	Do. 25th	Calcutta	London	General, value not reported.
126	*Regent*	1,289	Do. wooden ship	Do. do.	Liverpool	Chittagong	Salt, value R41,180.
127	*Asba*	181	Do. screw steamer	Do. 27th	Pamban	Negapatam	No cargo
128	*Port Caroline*	2,130	Do. do.	Sep. 3rd	Madras	Calcutta and Sydney.	In water ballast
129	*Dunera*	3,507	Do. do.	Do. do.	Calcutta	London	General, value not reported.
130	*Hockheimer*	1,829	German screw steamer	Do. do.	Do.	Hamburg	Do. do.
131	*Dhanprasad*	13	British Indian padow	Do. 4th	Mahim	Bhavnagar	Cocoanuts, value R120, plantains, value R2 10, ginger, value R5, plantain trees; value R2.
132	*Pandurang*	6	Do. do. muchwa	Do. 6th	Bombay	Hashivre	No cargo
133	*Carcondadencani Vetti-velloo.*	290	Do. do. wooden barque	Do. 7th	Negapatam	Penang	Salt, value not reported
134	*Khengty*	6	Do. do. muchwa	Do. do.	Bombay	Belapur	In sand ballast
135	*Baghdadi*	1,104	British screw steamer	Do. 8th	Bushire	London	Grain and a general cargo value not reported.
136	*Rhine*	2,612	Do. iron ship	Do. 9th	Newcastle	Trinidad	Linseed, value not reported.
137	*Susan Josephine*	145	British Indian wooden brig	Do. 11th	Narainguoge	Chittagong	Jute, value R1,480; tobacco, value R400; rope, value R120.
138	*Nevasa*	1,932	British screw steamer	Do. do.	Calcutta	Bombay	General, value not reported.
139	*Wildcroft*	1,916	Do. do.	Do. 14th	Bombay	Basrah	Water ballast
140	*Danube*	1,345	Do. steel ship	Do. 15th	Calcutta	Trinidad	Rice and dhall, value not reported.
141	*Bhawani*	10	British Indian lateen	Do. 19th	At Mahut		Salt, value R1,000.
142	*Shaikh Berkhud*	158	Do. screw steamer	Do. do.	Aden	Hodeidah	General, value not reported
143	*Meyun*	91	Do. do.	Do. 23rd	Perim	Zeyla	Rice, value not reported.
144	*Bijoli*	49	British inland steamer	Do. 24th	Calcutta	Odloobariah	No cargo.
145	*Polynnia*	2,068	Do. four-masted barque	Do. do.	Hamburg	Calcutta	Salt, value not reported,
146	*Falls of Inverserroid*	1,710	Do. screw steamer	Do. 25th	Calcutta	Liverpool	General, value not reported.
147	*Hoosanee*	31	Native craft	Do. 28th	Bombay	Tuticorin	Kerosine oil and coal tar, value not reported.
148	*Dalmally*	1,611	British screw steamer	October, 3rd	Butra	London	General, value not reported.
149	*Rannock*	1,172	Do. do.	Do. 4th	Do.	Do.	Do. do.
150	*Parvatiprasad*	13	Native craft	Do. do.	Kalyan	Dholera	Jowari, value R 787-8.
151	*Fatte Kher*	24	British Indian padow	Do. 5th	Trombay	Bombay	Salt; value Rs,445
152	*Shahajahan*	23	Do. do. do.	Do. do.	Do.	Do.	Do, do. R1,080
153	*Pawan*	22	Do. do. muchwa	Do. do.	Do.	Do.	Do. do. R1,440
154	*Sakhri Salamati*	13	Do. do. padow	Do. do.	Bombay	Mora	Wet dates, value R900
155	*Dewan*	700	British inland cargo flat	Do. 7th	Calcutta	Patna	General, value not reported
156	*Megna*	754	British screw steamer	Do. 9th	Do.	Rangoon	Do. do.
157	*Germania*	1,947	Do. do.	Do. 15th	Suakin	Kurrachee	In ballast
158	*Boliraj*	8	British Indian muchwa	Do. 20th	Morabandar	Bhwindi bandar	Country spirit (*mota*), value R4,151-14-0.
159	*Durria Dowlut*	59	Do. do. pattimar	Do. 22nd	Bombay	Cochin	General, value not reported

Waters during the year 1891—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Juggernauthgunge	Brahmaputra river	Collision with the *India*.—Accidental	None lost	Cargo partially damaged, value ₹3,000.
¾ of a mile N. by E. of the Upper Western buoy, Rangoon river.	Burma coast	Grounding.—Error of the Pilot	Do.	None lost.
Below Fulta point	Hooghly river	Lost anchor and chain.—Defective materials.	Do.	Do.
Colombo harbour	Ceylon coast	Collision with the *Annamite*.—Error of the Master of that vessel.	Do.	Do.
Lat. 16° N., Long. 84° E.	Madras do.	Fire.—Spontaneous combustion	Do.	Do.
On the mud flat north coast of the Guptakhally crossing, Chittagong river.	Chittagong do.	Grounding.—Error of the Pilot	Do.	Do.
On the middle bank, Palk's channel	Ceylon do.	Stranding.—Alteration in the channel	Do.	Do.
At Garden Reach	Hooghly river	Damage to engine.—Tides and currents	Do.	Do.
At the lower Mud Point buoy and on the western side of the Dredge channel.	Do.	Grounding on two occasions.—Tides and currents.	Do.	Do.
On the Atcheepore sand	Do.	Do.— Error of the Pilot	Do.	Do.
Entrance to the port of Dahanu	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
Off Navkar in Alibag	Do.	Damage to vessel.—Do. do.	Do.	.....
Lat. 10° N., Long. 81° 20′ E.	Madras do.	Loss of masts.— Do.	Do.	None lost.
Opposite Peerpaw, near the Trombay creek	Bombay do.	Capsized.— Do. do.	Do.	.....
Lingah harbour	Persian gulf	Grounding.—Tides and currents	Do.	None lost.
Garden Reach	Hooghly river	Collision with the tug *Clive*.—Accidental.	1 life lost	Do.
Near Toon chur, Chittagong river	Chittagong coast	Do. with the tug *Hoogimee*—Error of the Master of the tug.	None lost	Do.
Whilst crossing from Mooneekhally Point to Jarmaker's crossing point.	Hooghly river	Stranding.—Accidental	Do.	Do.
Lat. 22° 3′ N., Long. 66° 8′ E.	Arabian sea	Damage to engine.—Defective construction.	Do.	Do.
Prinsep's ghat, Calcutta	Hooghly river	Collision with the *Angerton*.—Not reported.	Do.	Do.
At anchor in the Mahul creek	Bombay coast	Damage to vessel.—Tides and currents	Do.	Cargo partially lost, value ₹875.
Off Ras Majumelah	Red sea	Stranding.—Error of the Master	Do.	None lost.
Lat. 11° 32′ N., Long. 43° 30′ E.	Gulf of Aden	Grounding.—Tides and currents	Do.	Do.
Between Garden Reach and Ooloobariah	Hoogly river	Collision with a country boat.—Error of the Serang of the boat	Do.	Do.
At Atcheepur	Do. do.	Lost an anchor and chain.—Accidental.	Do.	Do.
On the Moyapur bar	Do. do.	Grounding.—Heavy weather	Do.	Do.
On a rock at the northern edge, Ori Par.	Gulf of Manar	Stranding.—Tides and current	Do.	Cargo jettisoned, value ₹600.
On the Busra bar	Persian gulf	Do. do.	Do.	None lost.
Do. do.	Do. do.	Do. do.	Do.	Do.
On the rock, off Gaimoke, Thana creek	Bombay coast	Capsized.—Error of the Tindal	Do.	Cargo jettisoned, value ₹282-8.
Near the Trombay creek	Do. do.	Capsized.—Heavy weather	Do.	Cargo all lost.
Do. do.	Do. do.	Do. do. do.	Do.	Do.
Do. do.	Do. do.	Do. do. do.	Do.	Do.
At the entrance of the port of Mora	Do. do.	Do. do. do.	Do.	Do. partially lost, value ₹,386.
At the Mukameh ghât	Ganges river	Stranding.—Defective construction	Do.	Do. do., value ₹80,000.
Garden House step	Hooghly do.	Collision with the *Castledale*.—Accidental	Do.	None lost.
At the entrance of the harbour of Suakin	Red sea	Grounding on two occasions.—Defective steering gear	Do.	.....
At the entrance to Mora bandar	Bombay coast	Capsized.—Heavy weather	Do.	None lost.
At the entrance to the Cochin river	Malabar do.	Stranding.—Tides and currents	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
160	*Evesham Abbey*	1,613	British iron ship	November, 1st	Liverpool	New York, *viâ* Calcutta.	Jute, value not reported
161	*Marpesia*	1,453	Do.	Do. do.	Hamburg	Rangoon	Salt, and a general cargo, value not reported.
162	*Maharani*	1,047	British inland steamer	Do. 4th	Chittagong	Do.	Coal and general, value not reported.
163	*Gwalior*	...	Do. do.	Do. 5th	At Cacutta.		Not reported
164	*Lady Agnes*	356	Do. wooden barque	Do. do.	Colombo	Balasore	Stone ballast
165	*Lena*	1,654	Do. iron ship	Do. do.	Cape Town	Calcutta	Salt, value not reported
166	*Fame*	320	Do. composite barque	Do. do.	Employed as a Pilot brig		No cargo.
167	*Palki*	145	British Indian ganja	Do do.	Maldavi	Calcutta	Cocoanuts, coir, yarn, and cowries, value R8,000.
168	*Aldborough*	1,518	British screw steamer	Do. do.	Calcutta	Dundee	Jute, value not reported
169	*Labhsavai*	25	Native craft	Do. 7th	Broach	Kodinar and Porbandar.	Cotton seeds and snuff, value not reported.
170	*Sultan Mahamudi*	27	British Indian mahagiri	Do. 11th	Chirner	Karanja	Salt, value R2,806.
171	*Clan Fraser*	1,349	British screw steamer	Do. 15th	Bombay	Calcutta	In ballast
172	*Dundee*	100	British inland steamer	Do. do.	At Calcutta.		No cargo
173	*Chilka*	1,150	British screw steamer	Do. 19th	Gopalpur	Rangoon	General, value not reported.
174	*Waverley*	2,022	Do. do.	Do. 21st	Calcutta	Bombay	Rice, value not reported
175	*Lawada*	2,140	Do. do.	Do. 22nd	Do.	Pocree	General, value not reported.
176	*Mobile Bay*	1,217	Do. iron barque	Do. do.	Cardiff	Rangoon	In sand ballast.
177	*Brablock*	2,500	Do. steel ship	Do. 23rd	Do.	Chittagong	In ballast
178	*Siam*	1,577	Do. screw teamer	Do. 26th	At Bombay		Ditto
179	*Mirsapur*	2,168	Do. do.	Do. 30th	London	Bombay	General, value not stated.
180	*Naderi*	1,162	Do. do.	December, 1st	Bombay	Busrah	Ditto ditto
181	*Warora*	2,554	Do. do.	Do. 4th	Calcutta	Bombay	Rice, value not reported
182	*Colaba*	1,072	British screw steamer	Do. 5th	Do.	Rangoon	General, value not reported.
183	*Laxmi*	1	British Indian muchwa	Do. 8th	Manori	Kalyan	Dry fish (unsalted), value R5·12.
184	*Amara*	1,566	British screw steamer	Do. 11th	Bushire	Lingah	General, value not stated
185	*Narainprasad*	53	Native craft	Do. do.	Tuticorin	Bilimora	Jaggery, value not reported.
186	*Bhawani*	10	British Indian muchwa	Do. 12th	Bhwindi	Rai	Hay, value R24
187	*Ananthapoorani*	87	Do. do. wooden barque.	Do. 14th	Kolachel	Ballimora	Jaggery, value not reported.
188	*Ganeshprasad*	71	Do. do. pattimar	Do. 20th	Bombay	Alleppy	Salt, value not reported
189	*Bhawani*	7	Do. do. lateen	Do. 27th	Edran to sea, for fishing purposes		
190	*Nizam*	2,041	British screw steamer	Do. 31st	Calcutta	Tellicherry	General, value not reported.
191	*Lakshuman Ram*	23	British Indian muchwa	Do. do.	Barkur	Cochin	Paddy, value R992·4
192	*Sutlej*	2,103	British screw steamer	Do. do.	London	Calcutta	General, value not reported.

Waters during the year 1891—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Kedgeree	Hooghly river	Grounding.—Accidental	None lost	None lost.
Off the Andamans in Lat. 9° 24′ N., Long. 96° 19′ E.	Bay of Bengal	Damage to vessel.—Heavy weather	Do.	Do.
On the edge of the Parundaung bar, in the Monkey Point channel.	Burma coast	Grounding.—Tides and currents	Do.	None lost.
Below the College Sand buoy, Garden Reach	Hooghly river	Grounding.—Accidental	Do.	None reported.
Lat. 19° 5′ N., Long. 86° 3′ E.	Bay of Bengal	Loss of masts, etc.,—Cyclone	Do.	...
At the Sandheads	Do.	Damage to vessel.— Do.	Do.	Cargo partially damaged, value ₹300.
Do. do.	Do.	Do. do.	Do.	...
Gordon's Patch, Damra river	Orissa coast	Stranding.— Do.	Do.	Do. partly lost, and partly damaged, value ₹3,000.
Not reported	Bay of Bengal	Damage to vessel.— Do.	Do.	Do. partly jettisoned, and partly transhipped.
Near Navibandar, in the Junagadh state	Kathiawar coast	Stranding —Heavy weather	Do.	Do. partiallly lost, value ₹918.
In the Chirner creek	Bombay do.	Capsized— Do. do.	Do.	Do. lost, value ₹198.
On the Saugor Roads	Hooghly river	Loss of anchor and chain.—Accidental	Do.	...
No. 8 buoy, off Baboo ghat, Calcutta	Do.	Collided with S. S. *Pilot*.—Tides and currents.	Do.	...
About 80 miles W. N.-W. of the Alguada light-house.	Burma coast	Damage to vessel.—Heavy weather.	4 lives lost	None lost.
On the southern side of the Madras harbour	Madras do.	Grounding.—Accidental	None lost	Do.
Abreast of the Pooree light-house	Orissa do.	Do. Error of the Seacunny	1 life lost	Cargo nearly all damaged.
Lat. 20° N., Long. 88° E.	Bay of Bengal	Damage to vessel.—Cyclone	None lost	None lost.
South-west of D'Apres shoal	Chittagong coast	Grounding.— Do.	Do.	...
At her moorings, Bombay harbour	Bombay do.	Collision with the S. S. *Orion*.—Accidental.	Do.	None lost.
Victoria channel, Bombay harbour	Do. do.	Collision with the dock wall.—Error of the Pilot.	Do.	Do.
Kurrachee harbour	Sindh do.	Stranding.—Defective machinery	Do.	Do.
Fulta sand	Hooghly river	Grounding.—Defective steering gear	Do.	Do.
On Elephant point	Burma coast	Grounding.—Error of the Pilot	Do.	Do.
At Bassein creek	Do.	Capsized.—Heavy weather	Do.	Cargo all lost.
On the Bushire Roads	Persian gulf	Collision with a native boat.—Error of the Tindal of the boat.	Do.	None lost.
Three-quarter of a mile from Quilon	Malabar coast	Stranding.—Tides and currents	Do.	Cargo partially lost, and partially damaged.
In the Bassein creek	Bombay do.	Capsized.—Heavy weather	Do.	Do. jettisoned.
About a mile and a half south of the Alleppy light-house.	Malabar do.	Stranding.—Error of the Tindal	Do.	None lost.
On the Alleppy Roads; the light-house bearing N. E. E.	Do.	Loss of masts, etc —Heavy weather.	1 life lost	Do.
Twelve miles off Edran, a sub-port of Dantivra	Bombay do.	Capsized.—Tides and currents	None lost	No cargo. Nets valued ₹80 were lost.
Off the Calicut anchorage	Malabar do.	Collision with the muchwa "*Lakshuman Ram*."—Not exhibiting lights.	Do.	None lost.
Do. do.	Do.	Collision with the "*Nisam*."—The muchwa not exhibiting lights.	Do.	Cargo all lost.
At No. 8 jetty, Calcutta moorings	Hooghly river	Do. with the "*City of Bombay*."—Accidental.	Do.	None lost.

NOTES TO ACCOMPANY CASUALTY STATEMENTS FOR 1891.

JANUARY.

1. **Dundee.**—A British four-masted iron barque; of Dundee; 1,998 tons register; official No. 86368; age 9 years; classed at Lloyd's 100 A. I.; from Philadelphia to Calcutta; cargo, kerosine oil; value not stated; crew, 32 men.

This vessel whilst proceeding up the Hooghly river under pilotage charge, grounded at Fulta flat at 6-30 A.M. of the 3rd January. She floated off again in ten minutes and proceeded. No damage reported. No loss of cargo. No life lost.

2. **Gangoo.**—A British Indian mahagiri; of Bassein; 24 tons register; official No. 3387; age 4 years; from Kalyan to Bombay; cargo, hay; value ₹150, crew, 7 men.

Encountered a sudden strong gale of wind from the north, whilst proceeding down a bend in the Thana creek, Bombay coast, and being driven on to the rocks, she grounded near the Railway bridge at 8 P.M. of the 4th January, but sustained no damage. The whole of the cargo was jettisoned to save her from being broken to pieces. No life lost.

3. **Andora.**—A British iron ship; of Liverpool; 1,670 tons register; official No. 84129; age 10 years; classed at Lloyd's 100 A. I.; from Calcutta to Bremerhaven; cargo, jute; value not reported; 1 passenger and a crew of 26 men.

This vessel whilst lying at anchor at Garden Reach, river Hooghly, on the 10th January, collided with the *Clan Drummond* and *Sir Robert Fernie* and had her bowsprit, headgear, bulwarks, *etc.*, considerably damaged; value not known. No damage to cargo No life lost.

A Court of Enquiry held to investigate the circumstances considered that it was imprudent on the part of the Pilot of the *Clan Drummond* to attempt to pass the *Andora* when there was so little space to spare; and that in doing so, he had committed an error of judgment which did not call for further notice. The collision between the *Andora* and *Sir Robert Fernie* was an unforeseen accident. The Court also considered the practice of towing vessels in the river Hooghly, lashed alongside, as dangerous.

4. **Clan Drummond.**—A British screw steamer; of Glasgow; 1,904 tons register; official No. 86669; age 9 years; classed at Lloyd's 100 A. I.; from Calcutta to London, with a general cargo and a crew of 72 men.

This vessel in turning round at Garden Reach to proceed on her voyage collided with the *Andora* and had two of her starboard posts damaged; but as the damage was trifling, she proceeded on to sea. No damage to cargo. No life lost. (*See also Casualty No. 3*).

5. **Sir Robert Fernie.**—A British four-masted barque; of Liverpool; 2,410 tons register; official No. 95538; age 2 years; classed at Lloyd's 100 A. I.; from Calcutta to New York; cargo, general; value not reported; crew, 30 men.

This vessel was lashed alongside the tug *Rescue*, and in turning round at Garden Reach, the hawser parted and she collided with the *Andora*, damaging

her own bulwarks, sheerstroke, stringerplate, and rigging; and smashing her life-boat; value not reported. No damage to cargo. No life lost. (*See also Casualty No. 3*).

6. **Deepdale.**—A British fore-and-aft screw steamer; of Sunderland; 1,715 tons register; official No. 81484; age 11 years; classed at Lloyd's 100 A. I.; from Calcutta to Dundee; with a general cargo.

This vessel was proceeding down in pilotage charge at 7-30 A.M. of the 11th January, and in turning at the Nynan buoy, she grounded at Diamond sand, river Hooghly, and remained so for about an hour, and on the flood tide making she floated off and proceeded without sustaining any damage. The accident is attributed to a misjudgment of distance on the part of the Pilot. No damage to cargo. No life lost.

7. **Mary L. Stone.**—An American three-masted ship; of Boston; 1,458 tons register; age 16 years; classed at Bureau Veritas 3-3 A.; from Calcutta to New York, with a general cargo; crew, 18 men.

Grounded on the tail of the College sand, river Hooghly, whilst proceeding down under pilotage charge, and in tow of the steam tug *Ratler* at 9-35 A.M. of the 11th January. She was aground for about half an hour, but sustained no injury. No damage to cargo. No life lost. The occurrence was accidental and is attributed to a general crowding of ships.

8. **Lawada.**—A British screw steamer; of Glasgow; 2,140 tons register; official No. 90044; age 6 years; classed at Lloyd's 100 A, I.; from Calcutta to the Malabar coast and Bombay; with a general cargo; and a crew of 87 men.

This vessel whilst proceeding down in pilotage charge took the bank with her stern at Moyapore Reach, river Hooghly, at 1-50 P.M. of the 14th January. She came off at once and proceeded on her voyage, having sustained no injury. No damage to cargo. No life lost. The occurrence was accidental.

9. **Samuel Skolfield.**—An American three-masted wooden ship; of Brunswick, Main, United States of America; 1,513 tons register; official No. 115945; classed at Bureau Veritas 3-3 A. 1-1; from Probolingo (Java) to Calcutta; in ballast; crew, 19 men.

Grounded in turning round at the lower part of Garden Reach, river Hooghly, whilst proceeding up under pilotage charge and in tow of the steam tug *Ratler* at 6-10 A.M. of the 15th January. No damage to vessel. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the *Samuel Skolfield* was grounded by an error of judgment on the part of the Pilot in approching the northern bank of Garden Reach too closely when preparing to turn the vessel. The circumstance that it was very hazy at the time may have contributed towards this, but they considered that in a vessel of so handy a size and draft no accident should have occurred.

10. **Gwalior.**—A British three-masted screw steamer; of Glasgow; 1,602 tons register; official No. 68434; age 18 years; classed at Lloyd's A. 1.; from Bombay to Singapore, with a general cargo; crew, 76 men.

When in Lat. 5° 39′ N., Long. 81° 50′ E., Indian Ocean, and in consequence of some repairs to the donkey boiler of the engine, which it was necessary to carry out during the passage of the vessel from Bombay to Singapore, a casualty occurred (*i.e.*, the cover of the stop valve of the donkey boiler blew off,) which resulted in the loss of life of two native firemen at 6-55 A.M. of the 15th January.

A Court of Enquiry held to investigate the circumstances were of opinion that the 4th Engineer had acted with rashness, if not negligence, in not

having the men removed from the donkey boiler before starting work on the stop valve. They also considered that no blame was attributable to the Chief and Second Engineers, who were in no way responsible for the accident. No damage to vessel or cargo.

11. **Bhundara.**—A British screw steamer; of Glasgow; 2,190 tons register; official No. 82336; age 11 years; classed at Llyod's 100 A. I.; from Calcutta to Rangoon; with a general cargo; and a crew of 87 men.

Collided with the India General Steam Navigation Company's flat *Wokil* at Hog River Reach whilst proceeding down under pilotage charge at 3-40 P.M. of the 17th January. The flat was in tow of the Company's steamer *Dhubri* with two other flats (*Hooghly* and *Lido*), and had her corrugated roof bent. The *Bhundara* was slightly scratched on her starboard quarter. No damage to cargo. No life lost.

12. **Scindia.**—A British screw steamer; of Glasgow; 2,833 tons register; official No. 97665; age 8 months; from Port Said to Calcutta, with a general cargo; crew, 87 men.

Grounded at the Lower Nynan Mark, river Hooghly, whilst proceeding up under pilotage charge on the 23rd January. She remained aground for about 12 hours, but apparently sustained no damage. The accident is attributed to the unsatisfactory state of the channel. No loss of cargo. No life lost.

13. **Traveller.**—A British screw steamer; of Liverpool; 1,933 tons register; official No. 93805; age 3 years; classed at Liverpool 100 A,; from Liverpool to Calcutta, with a general cargo; value not reported; crew, 64 men.

Lost three blades of the propeller between 3 and 9 P.M. of the 25th January whilst in the Red Sea. No damage to cargo. No life lost.

14. **Bengal.**—A British inland steamer of Calcutta; registered tonnage, official number and class not reported; from Calcutta to Dibrughur; no cargo.

Collided with the *Tyrone* at Mooneekhally point, river Hooghly, as she was proceeding down at 7-30 A.M. of the 27th January. The *Tyrone* had her starboard after davit bent, and some of her boat's chafing spar broken. Value of damage not reported. No loss of life.

15. **Dundee.**—A British four-masted iron barque; of Dundee; 1,998 tons register; official No. 86368; age 9 years; classed at Lloyd's 100 A. I.; from Philadelphia to Calcutta; cargo, kerosine oil; value not reported; crew, *32 men.*

This vessel whilst coming up the Hooghly river on the 31st January from Budge-Budge in charge of an Assistant Harbour Master and in tow of the Hopper barge, collided with the tug steamer *Retriever*. The latter whilst starboarding her helm crossed the bows of the *Dundee* from the port side, and sunk her hawser boat. Value not reported. No damage to cargo. No life lost.

FEBRUARY.

16. **Commilla.**—A British screw steamer; of Glasgow; 550 tons register; official No. 73799; age 16 years; from Chittagong to Akyab, with a general cargo.

This vessel whilst proceeding down the Chittagong river on the 1st February, touched the ground slightly at the Ring buoy bar, but, sustaining no injury, she proceeded on her voyage. No damage to cargo. No life lost.

17. **Aconcagua.**—A British iron barque; of Liverpool; 496 tons register; official No. 27949; age 32 years; classed at Lloyd's 100 A. I.; from Colombo

to New York; with a general cargo, consisting of oil plumbago, *etc.*, value not stated; and a crew of 12 men.

This vessel when in Lat. 9° 30′ S. and Long 83° 30′ E., Ceylon coast, encountered very squally weather at 3 P.M. of the 1st February; and on the 2nd idem, the wind came on with hurricane force and put the vessel on her beam ends; lower yards laying in the water, and water running into the cabin. Two of the masts had to be cut away to straighten the vessel. She then proceeded to Point de Galle where she discharged a portion of her cargo. The damage to vessel is estimated at £1,500. Cargo partially lost. No life lost.

18. **Kastoo.**—A British Indian muchwa; of Bankot; 9 tons register; official No. 4418; age 51 years; from Dabhol to Bombay; cargo, jaggery, ground-nuts, and turmeric; value R1,338; crew, 7 men.

This vessel encountered strong winds and heavy seas at noon of the 3rd February, and was carried on to a shoal at the mouth of the Anjanvel creek, Bombay coast, where she stranded, and was damaged to the extent of R150. The cargo was all lost. No life lost.

19. **Pahenari.**—A British Indian mahagiri; of Panvel; 15 tons register; official No. 3004; age 30 years; from Belapore to Bombay; cargo, hay; value R40; crew, 7 men.

Whilst proceeding on her voyage to Bombay this vessel met with very boisterous weather, which carried away her ropes and broke her masts, and being ultimately driven on to a rock near the Awas creek, Bombay coast, at 4 P.M. of the 4th February; she was damaged to the extent of R200. Cargo all lost. No life lost.

20. **Rydall Hall.**—A British screw steamer; of Liverpool; 2,139 tons register; official No. 96395; age 2 years; from Suez to Perim; cargo, coal; 2 passengers, and a crew of 63 men.

Grounded on the Mocha shoal, Red Sea, owing to strong currents, at 12-30 P.M. of the 5th February; she got off unassisted and without sustaining any injury. No loss of cargo or life.

21. **Laxmiprasad.**—A British Indian lateen; of Mahuva; 32 tons register; official No. 235; age 20 years; from Mahuva to Bombay; cargo, cotton, value R13,700; ghee, value R11; oil, value R4-8; crew, 8 men.

This vessel having been driven on to a rock by strong winds sprunk a leak opposite the village of Bardi, in the district of Omergam, Bombay coast, at 3 A.M. of the 6th February, and was damaged to the extent of R60. A portion of the cargo was jettisoned, value R3,400, and some were damaged by sea water, value R1,000. No life lost.

22. **Falconhurst.**—A British iron ship; of London; 1,998 tons register; official No. 87108; age 8 years; classed at Lloyd's 100 A. I.; from Calcutta to Hamburg; cargo, jute, value not reported; crew, 30 men.

This vessel was proceeding down the Hooghly river under pilotage charge and in tow of the tug *Rescue*, and when at the Moyapore bar, having met with strong eddies, she took a sheer to the westward and grounded on shoal water at 10-45 P.M. of the 8th February. The *Sardomene*, in tow of the tug *Retriever*, which was following the *Falconhurst* down the river, and was only a few ship's lengths behind, in trying to keep clear of her, also grounded at the same place. Meanwhile the *Falconhurst* having floated off, drifted with the tide, and a collision ensued between the two vessels. The *Falconhurst* had her masts carried away, and windlass, bulwarks, rigging, *etc.*, injured and strained.

The *Sardomene* had her bowsprit, forward stays, fore-top sail yard, *etc.*, injured. Value of the damages not reported. No loss of cargo or life.

A Court of Enquiry held to investigate the circumstances attribute the grounding and subsequent collision of the two vessels to the sheer to the westward of the *Falconhurst*, and they attribute that sheer to the rudder of this vessel failing to act in consequence of shallow water.

23. **Sardomene.**—A British iron ship; of Liverpool; 1,943 tons register; official No 86191; age 9 years; classed at Lloyd's 100 A.I.; from Calcutta to San Francisco, with a general cargo, and a crew of 31 men.

(*For an account of a collision and grounding of this vessel, see Casualty No. 23.*)

24. **Dhulap.**—A British Indian mahagiri; of Ran; 13 tons register; official No. 888; age not known; from Karanja to Bombay; cargo, straw; value R80; crew, 7 men.

Encountered a strong gale of wind on the 9th February, about a mile from the Karanja barge, Bombay coast, and was capsized and damaged to the extent of R2. The cargo was all lost. No life lost.

25. **Bhawani.**—A British Indian muchwa; of Thana; 10 tons register; official No. 6695; age 31 years; from Thana to Bombay; cargo, firewood; value R56; crew, 6 men.

Encountered a strong gale of wind at Ghatkhadi, a sub-port of Trombay, Bombay coast, at 6 P.M. of the 9th February. She sprung a leak, and wat damaged to the extent of R15. No loss of cargo or life; the crew having go; on board of another muchwa.

26. **Futte Bandha.**—A British Indian ganja; of Nawapore; 45 tons register; official No. 178; age 3 years; from Jaitapore to Kutch; cargo, jaggery; value R4,816; crew, 7 men.

At 7 A.M. of the 11th February this vessel was driven by a strong gale of wind to a rock opposite Arnala, Bombay coast, one mile from the port. She sprung a leak, and was damaged to the extent of R300. Cargo lost, value R3,000 damaged R500. No life lost.

27. **Mount Lebanon.**—A British screw steamer; of Glasgow; 1,555 tons register; official No. 84297; age 10 years, classed at Lloyd's 100 A.I.; from Calcutta to Aden, with a general cargo and rice; value not reported; crew, 32 men.

Collided with the *Avala* at the Eden bar, river Hooghly, whilst proceeding down under pilotage charge, at 1-30 P.M. of the 11th February. The *Mount Lebanon* had the flukes of her starboard anchor torn away, and the crown broken. The anchor made a hole in her bow, and slightly injured some of her frames and plates. The stem also was slightly torn away from the top, but tne damages sustained were not so serious as to prevent her from proceeding on her voyage. Value of damage to vessel not reported. No damage to cargo. No life lost.

The *Avala* had several of her plates bent, some rivets started, and after life-boat smashed. No damage to cargo. No life lost.

28. **Avala.**—A British screw steamer; of Liverpool; 2,415 tons register; official No. 97767; age 2 years; from Calcutta to London; with a general cargo; and a crew of 67 men.

(*For an account of a collision between this vessel and the "Mount Lebanon," see Casualty No. 27.*)

29. **Sugarpacha.**—A native craft; of Jodiya; 18 tons register; official No. 58; age 24 years; from Jodiya to Bombay; cargo, cotton seeds and urad; value not reported; crew, 9 men.

On the 11th February, whilst this vessel was proceeding on her voyage from Jodiya to Bombay, her sides suddenly gave out, and she filled with water, and was driven into a creek at Surat, on the Bombay coast, where she sustained considerable damage. The greater part of her cargo also had to be jettisoned; value not reported. No life lost.

30. **Lindula.**—A British screw steamer; of Glasgow; 2,199 tons register; official No. 95083; age 3 years; from Calcutta to Cochin, with a cargo of rice and gunnies; value not reported; crew, 92 men.

Grounded on the Moyapore bar, river Hooghly, whilst proceeding down under pilotage charge at 1-30 P.M. of the 12th February. She remained aground for three quarters of an hour, when she backed off and proceeded. The accident is attributed to the helm being put the wrong way. No damage to cargo. No life lost.

31. **Yekadase.**—A British Indian muchwa; of Thana; 11 tons register; official No. 6546; age 26 years; from Bombay to Bhwindi; cargo, cement; value R648; crew, 6 men.

At 2 A.M. of the 12th February, the muchwa being drifted on by the incoming tide, fouled the buttress of the G. I. P. Railway bridge, off the village of Ittawa, Bombay coast, heeled over, and sank; but on the tide ebbing she was recovered, though considerably damaged. Value of damage estimated at R200. Cargo all lost. No life lost.

32. **Puranprasad.**—A British Indian lateen; of Bulsad; 25 tons register; official No. 1652; age 34 years; from Dahanu to Uran; cargo, firewood; value R140; crew, 8 men.

Stranded on a rock south of Dahanu bandar, Bombay coast, at 3 P.M. of the 12th February, owing to the Tindal of the vessel being unacquainted with the navigation of the creek. She then sprung a leak and was damaged to the extent of R30. A portion of the cargo was lost, value R5. No life lost.

33. **Sir Robert Fernie.**—A British four-masted barque; of Liverpool; 2,410 tons register; official No. 95538; age 2 years; classed at Lloyd's 100. A 1., from Calcutta to New York, with a general cargo; value not reported; crew, 32 men.

Grounded on the Roypore sand, Hooghly river, whilst proceeding down under pilotage charge on the 14th February. She remained aground for about ten minutes, but apparently sustained no damage. No loss of cargo or life.

34. **Sakarkhadee.**—A British Indian muchwa; of Thana; 15 tons register; official No. 4655; age 32 years; from Kalyan to Bombay; cargo, hay; value R120; crew, 7 men.

Whilst at anchor between the Kulwa and G. I. P. Railway bridges, Thana creek, Bombay coast, a strong breeze, which sprung up at 9 P.M. of the 14th February, caused the vessel to drag her anchors and swing to the rocks. She then turned over on one side, broke her rudder and damaged her keel; value R50. The cargo was totally lost. No life lost.

35. **Alavelu Mangawma.**—A British Indian brig, square rigged; of

Madras; 176 tons register; official number not reported; age 50 years; not classed; from Negapatam to Tondi; cargo, timber; 7 coolies, and a crew of 14 men.

This vessel whilst discharging cargo at the port of Tondi, Madras coast, encountered a sudden burst of wind at 11 A.M. of the 16th February, and was damaged to the extent of R500. Cargo lost, value R200. No life lost. The vessel was insured for R1,000, and the cargo for R9,000.

36. **Dunfermline.**—A British four-masted barque; of Liverpool; 2,773 tons register; official No. 97822; age 2 years; classed at Lloyd's 100 A.I.; was at Rangoon; cargo, salt; value not reported; crew, 34 men.

Collided with the *R. C. Rickmers* off Sale Pagoda wharf, Rangoon river; at 7 A.M. of the 24th February. Both vessels were riding at anchor, and as they swung to flood reverse ways, they came in slight contact with each other stem to stem. The *Dunfermline* had her poop rail damaged, but the *R. C. Rickmers* sustained no injury. No damage to cargo. No life lost.

37. **R. C. Rickmers.**—A German wooden barque; of Bremerhaven; 1,663 tons register; official number, age and class not reported; from Rangoon to Bremen; cargo, rice; crew, 23 men.

(*For an account of a collision between this vessel and the "Dunfermline," see Casualty No. 36.*)

38. **Pentakota.**—A British screw steamer; of Glasgow; 2,209 tons register; official No. 98588; age 1 year; classed at Lloyd's 100 A. I., from Calcutta to Rangoon, with a general cargo; 246 passengers; crew, 93 men.

Whilst proceeding down the Hooghly river under pilotage charge, the vessel grounded on a falling tide off the Huldea river mouth at 4·50 P.M. of the 28th February, and remained fast till about 10 P.M. No damage to cargo. No life lost.

39. **Fultala.**—A British fore-and-aft screw steamer; of Glasgow; 2,692 tons register; official No. 98589; age 2 years; classed at Lloyd's 100 A. I.; from Calcutta to Alleppy, with a general cargo; value R3,25,000; crew, 92 men.

Grounded on the flat above Matiabrooj ghât, Hooghly river, whilst in the act of turning under pilotage charge, at noon of the 28th February. She was aground for 52 minutes, but sustained no injury. No damage to cargo. No life lost. The occurrence was accidental.

MARCH.

40. **Port Jackson.**—A British screw steamer; of London; 1,728 tons register; official No. 87178; age 8 years; classed at Lloyd's 100 A. I.; from Albany to London, with a general cargo and wool; value not reported; 1 passenger; and a crew of 48 men.

Grounded at 6-20 P.M. of the 6th March on the Elba reef, Perim island, entrance to the Red Sea, owing first to her not answering her helm and afterwards to her engines not going astern. The damage was confined principally to the forepart; details and value not reported. No damage to cargo. No life lost.

41. **Bassein.**—A British inland steamer; of Calcutta; 208 tons register; official No. 52629; age 26 years; from Calcutta to Balasore, with a general cargo; value R12,000; 8 passengers, and a crew of 38 men.

This vessel whilst passing through the Balasore river, Orissa coast, encountered strong winds at 9 A.M. of the 6th March, and stranded between the inner and outer bars. A ground swell having caused her to drag her stern anchor she damaged two of her bottom plates and made water rapidly. She was aground for five hours and was afterwards beached at Gourgari, to have her damaged plates repaired. Value of damage to vessel and cargo not reported. No life lost.

A Court of Enquiry held to investigate the cause of the stranding were of opinion that the casualty to the *Bassein* was occasioned by the heavy swell causing her stern anchor to drag in the soft mud ; and that they attribute no blame in the matter to the Master.

42. **Trevalgan.**—A British screw steamer ; of St. Ives ; 1,570 tons register, official No. 98241 ; age one year ; classed at Lloyd's 100 A.; I. from Akyab to Port Said. Cargo, rice ; crew, 24 men.

Grounded on the east coast of Ceylon at 1-15 A.M. of the 6th March, owing to the vessel having been taken out of her course by a strong northerly current. She sustained only trifling damages. Value not reported. No loss of cargo. No life lost.

43. **Ameer.**—A British four-masted steamer ; of Liverpool ; 2,622 tons register ; official No. 96370 ; age 2 years ; from Liverpool to Calcutta, with a general cargo ; crew, 68 men.

Touched the bank at Sankral Reach, river Hooghly, and remained aground for a few minutes during a heavy north-west squall, whilst proceeding up under pilotage charge, at 4 P.M. of the 11th March. The vessel sustained no damage. No loss of cargo. No life lost. The occurrence was accidental.

44. **Knutsford.**—A British screw steamer ; of London ; 1,350 tons register ; official No. 95465 ; age 3 years ; classed at Lloyd's 100 A. I.; from Penarth to Colombo ; cargo, coal and acid ; crew, 24 men.

Grounded at Jebel Zukur, Red Sea, at 4-35 A.M. of the 13th March owing to the ship having overrun her distance by a south-westerly current. She had two feet of water in the hold and lost an anchor and 75 fathoms of chain also kedge and stream anchors and hawsers. She was afterwards examined, and it was found that she had some plates bent under the engines, three keel and six sternpost rivets broken. Value not reported. Salvage services were rendered by the *Florence*, but no cargo was jettisoned. No life lost.

45. **Purnea.**—A British screw steamer ; of Glasgow ; 2,156 tons register ; official No. 96033 ; age 3 years ; classed at Lloyd's 100 A.I.; from Rangoon to Penang ; with a general cargo ; 50 passengers, and a crew of 93 men.

This vessel was proceeding down the Rangoon river in the afternoon of the 21st March, and owing to her not being fairly in the channel, she stranded on the Chokey Point lump, but sustained no injury. No damage to cargo. No life lost.

46. **Yeshwanty.**—A British Indian pattimar ; of Bombay ; 56 tons register : official No. 3858 ; age 4 years ; from Quilon to Bombay, with a crew of 13 men ; no cargo.

This vessel was at her anchorage when she was struck by a sudden squall from the north-east, and parting from her cable stranded on the Alleppy roadstead at 11 P.M. of the 23rd March. Having afterwards got partially embedded in the sand, she was damaged to the extent of R500. No life lost.

47. **Abdool Khair.**—A British Indian muchwa; of Cochin; 29 tons register; official No. 1; age 1 year; at Cochin. No cargo; crew, 9 men.

Encountered a sudden gale of wind whilst lying at anchor in the Alleppy roadstead at 11 P.M. of the 23rd March, and having capsized, she was damaged to the extent of R200. No life lost.

48. **Seine.**—A British three-masted schooner; of London; 1,978 tons register; official No. 28735; age 31 years; classed at Lloyd's 100 A. I.; from Rangoon to London; cargo, rice; value not reported.

This vessel whilst proceeding down the Rangoon river mistaking a boat for the Upper Chokey Point buoy, took the ground on soft mud, north of D'Silva point, at 4-50 A.M. of the 25th March, and remained a ground for 8 hours. She floated off with the tide, apparently sustaining no damage. No loss of cargo. No life lost.

49. **Ameer.**—A British four-masted steamer; of Liverpool; 2,622 tons register; official No. 96370; age 2 years; from Calcutta to London, with a general cargo; value not reported; crew, 68 men.

This vessel was proceeding down the Hooghly river under pilotage charge, and at 10 A.M. of the 26th March, when below the Lower College sand buoy, Garden Reach, her heel took the ground a little below the pontoon, and remained for an hour and a quarter, but sustained no damage. No loss of cargo. No life lost. The occurrence is attributed to unskilfulness on the part of the Pilot.

50. **Surat.**—A British Indian square-rigged steam launch; 39 tons register; official No. 3905; from Nagothna to Dharamtar, with 150 passengers; and a crew of 9 men; no cargo.

This vessel proceeded up to the Nagothna creek, Bombay coast, with the ebb tide, and at 8 P.M. of the 29th March, when half a mile south of the Nagothna wharf, it was found that the water in the creek was not sufficient to keep her afloat. She remained there waiting for the tide, but in the meantime struck against some loose stones, sprung a leak and swamped. The damage to the vessel is estimated at R200. The stores belonging to the vessel were damaged; value R300. No life lost.

51. **Palitana.**—A British screw steamer; of Glasgow; 1,956 tons register; official No. 93321; age 5 years; classed at Lloyd's 100 A. I.; from Penang to Calcutta, with a general cargo, fish and vermicelli; and a crew of 39 men.

This vessel in proceeding up the Rangoon river, Burma coast, steered a course W. by W. ½ W. magnetic, for the Fairway buoy, Rangoon Pilot Station, at midnight, and having run a distance of 91 miles, soundings were obtained in 17 fathoms, the lead being hove every hour. Subsequently soundings were obtained at 7, 6¾, 6½, 6¼, and 6 fathoms; tide high water, hazy round the horizon. At 5-12 A.M. of the 29th March the soundings showed 3¼ fathoms, and shortly after the vessel took the ground at the Eastern Grove sand but sustained no damage, nor any loss to her equipments. No loss of cargo. No life lost.

A Court of Enquiry held to investigate the cause of the grounding, considered the accident as due to the abnormal set of the tide, which carried the vessel further to the north-east, and to the fact that the Eastern Grove light-house was enveloped in haze, and that under the circumstances it was impossible to avoid the grounding.

APRIL.

52. **Patiala.**—A British screw steamer; of Glasgow; 1,956 tons register; official No. 93328; age 5 years; classed at Lloyd's 100 A. I.; from Calcutta to Rangoon; with a general cargo, and a crew of 94 men.

This vessel was going up the Rangoon river in charge of an Assistant Harbour Master at 6 A.M. of the 1st April, when one of a company of 5 cargo boats in attempting to cross her bows, collided with the steamer, and was damaged on the sides. The boat then filled with water, turned over and lost all her cargo, consisting of rice and timber. No life lost, the crew having swam ashore.

A Court of Enquiry held to investigate into the circumstances were of opinion that the accident was due entirely to the fact that the cargo boat, without just cause, attempted to cross the bow of the steamer in spite of repeated warnings from the officer on board the latter, and that no blame is due to the Harbour Master, who was bringing up the steamer with proper care; and considering also the circumstances in which he was placed, he could have done no more than he did, especially as he was in such close proximity to the tier of shipping at anchor in the harbour.

53. Cumberland—A British iron ship; of Workington; 1,798 tons register; official No. 79125; age 7 years; classed at Lloyd's 100 A. I.; from Colombo to Rangoon, in ballast; crew, 29 men.

This vessel was proceeding on her voyage to Rangoon, and at 3-45 P.M. of the 1st April, *Krishna* light-vessel, gulf of Martaban, bore N. by E. about 2 miles; at 6 P.M. she bore S. W. by W. about 10 miles; and at 7-25 P.M. steering N. E. (true) a light was reported ahead. Shortly afterwards the green light of the I. M. S. *Dalhousie* came in sight, and kept steadily in view, until she was on her starboard beam; when all at once she put her helm hard aport, and showing both lights went straight for the *Cumberland* and struck her a severe blow on the starboard quarter, cutting and smashing several of her plates and frames and doing sundry other damage to bumpkin, braces, *etc.* Value of the damage not reported. No life los.

A Court of Enquiry held to investigate the cause of the collision were of opinion that it was caused by the officer on watch on board the *Dalhousie* improperly altering his course when there was no necessity for doing so; and that no blame attaches to the Master and Officers of the *Cumberland*, as it is proved that she kept her course throughout. They were further of opinion that the look-out on board the *Dalhousie* was very imperfectly kept, as the leadsman was the first to notice the lights of the sailing ship.

54. Yankeentown.—A British paddle steamer; of Glasgow; 425 tons register; official No. 80192; age 13 years; classed at Lloyd's; from Rangoon to Prome, with a crew of 43 men; no cargo.

This vessel left Rangoon with a coal flat and an empty oil flat, and at 9-30 A.M. of the 2nd April, when at anchor in the Irrawaddy river, 12 miles north of Maubin, Burma coast, she caught fire from some unknown cause and burnt down to the water's edge. Value of the vessel not reported. No life lost.

55. Naranprasad.—A British Indian ganja; of Porbandar; 53 tons register; official No. 22; age 18 years; from Bombay to Broach, with a cargo of cocoanuts; value R875; crew, 6 men.

This vessel while lying at anchor in the creek, 4 miles off Chikhali, a subport of Gholewad, Bombay coast, was driven on to a rock by the tide, at 2 A.M. of the 6th April, and having sprung a leak, was damaged to the extent of R500. Cargo lost, value R101. No life lost.

56. Castledale.—A British screw steamer; of Liverpool; 1,532 tons register; official No. 86270; age 9 years; classed at Lloyd's 100 A. I.; from Calcutta to Hamburg; with a general cargo; crew, 30 men.

Grounded on the Panchpara flat, Hooghly river, whilst proceeding down under pilotage charge on the 6th April. The accident is attributed to the Pilot endeavouring to avoid sinking a native boat that was attempting to cross her bows. She was aground for two hours, but sustained no damage. No life lost.

57. **Beresford.**—A British screw steamer; of West Hartlepool; 1,379 tons register; official No. 89474; age 5 years; classed at Lloyd's 100 A.I.; from Port Said to Point de Galle; cargo, coal; crew, 23 men.

At 6 A.M. of the 7th April, when in Lat. 12° N. Long. 38° 20′ E., Red Sea, this vessel having found her boilers in a leaky state, put into Aden, where the repairs were executed by the Engineer; after which she proceeded on her voyage. No damage to cargo. No life lost.

58. **Fatemari Salamati.**—A British Indian lateen; of Ratnagiri; 73 tons register; official No. 11222; age 5 years; was at anchor in the port of Sadashivgad, with a cargo of firewood; value ₹450; crew, 13 men.

At 1 A.M. of the 8th April, while at the entrance of the Sadashivgad creek, Bombay coast, the vessel dragged her anchors owing to strong northerly winds and the force of the tides, and was drifted on to the bank and got water-logged. The vessel sustained no damage; but cargo to the amount of ₹38 was lost. No life lost.

59. **Persis.**—A British screw steamer; of Glasgow; 1,204 tons register; official No. 97607; age 1 year; classed at Lloyd's 100, A. I.; from Bushire to London; with a general cargo and wheat; 4 passengers and a crew of 29 men.

Grounded at Ras-al-had, gulf of Oman, on the night of the 10th April owing to an error of the Master in mistaking sand for water. On jettisoning about 250 bags of her cargo, she came off without assistance and without damage, and proceeded on her voyage. Value of cargo jettisoned, not reported. No loss of life.

60. **Lowther Castle.**—A British iron ship; of Liverpool; 1,824 tons register; official No 91291; age 5½ years; classed at Lloyd's 100 A.I.; from Calcutta to Falmouth, cargo, jute; 1 passenger; crew, 29 men.

This vessel was proceeding down the Hooghly river under pilotage charge and in tow of the steam tug *Warren Hastings* at noon of the 12th April, and when below Garden Reach she was about to pass the *Mary L. Cushing* which was anchored there, but the latter swung to the flood, collided with the *Lowther Castle* and had the round of her stern torn away, and her steering gear injured; value not reported. The *Lowther Castle* had her port quarter boat and the iron plates in the forward part of the poop on the port side smashed; the poop rail on the port side in the vicinity of the mizzen rigging broken; the port mizzen rigging dead-eyes broken; the quarter-boat davits bent; the main gallant rail on port side slightly bent underneath the quarter boat. Value of damage not reported. No loss of cargo. No life lost.

A Court of Enquiry held to investigate into the cause of the collision considered that the master of the tug *Warren Hastings* ought to have ported more and gone closer to the northern bank; that he must have seen that there was imminent risk of a collision, and had he only put his helm hard aport and gone over to the northern bank for a few feet, the danger would have been passed.

61. **Mary L. Cushing.**—An American wooden ship; of Newbury port; 1,575 tons register; official No. 91548; age 8 years; classed at New York A II.; from Calcutta to New York; cargo, saltpetre, jute, hides, and bamboos; valued at ₹8,00,000; crew, 22 men.

(*For an account of a collision between this vessel and the "Lowther Castle," see Casualty No. 60.*)

62. **Canar.**—A British screw steamer; of Glasgow; 1,216 tons register; official No. 71673; age 17 years; from Rangoon to Calcutta, with a general cargo; 318 passengers; crew, 79 men.

This vessel whilst proceeding up the Hooghly river under pilotage charge on the 15th April, collided with a country boat laden with kerosine oil, a little below Caffree point. The boat in crossing the bows of the ship was struck amidships and had her mast carried away; value not reported. No damage to the steamer or cargo. No loss of life.

63. **Onaway.**—A British wooden ship; of Sackville; 421 tons register; official No. 71317; age 13 years; classed at Lloyd's A. I.; from Cochin to New York; with a general cargo and a crew of 15 men.

This vessel, on being piloted over the bar at the entrance of the Cochin river, Malabar coast, at 7-20 A.M. of the 19th April, grazed on a newly-formed lump, but not sustaining any damage she proceeded on her voyage without stopping. No loss of cargo. No life lost.

64. **Discovery.**—A British screw steamer; of Whitby; 1,224 tons register; official No. 89790; age 3 years; classed at Lloyd's; from Batavia to Kurrachee; cargo, kerosine oil; value not reported; crew, 23 men.

Encountered bad weather on the 19th April, off Jeddah, Red Sea, and put into Aden for repairs, owing to her slide valves being out of order. No damage to cargo. No life lost.

65 **Savitri.**—A British screw steamer; of Bombay; 72 tons register; official No 84292; age 11 years; from Carnac bandar to Dharamtar; with 150 passengers, and a crew of 23 men; no cargo.

This vessel on proceeding out of Moody bandar at noon of the 23rd April, made straight for the North Channel beacon which the Master at first intended to leave on the port side, but having afterwards altered his mind he went to the south of it. After going a short distance at the rate of about 5 or 6 miles an hour he sighted the hopper barge *Curlew*, and blew his whistle several times to draw her attention. But the barge without answering it made straight for the steamer and struck her forward on the port side, and carried away about 30 feet of the bulwarks from the stem aft. The fore-end and side of the hawse were knocked in. Three frames were broken. A stringer plate angle iron, a stringer covering board, and a hawse pipe were also broken. Two pillars supporting the awning deck were bent. The stem was knocked about 2 feet to the starboard. The bulwark plates for about 8 feet from the stem on the starboard side were pushed outside. Two frames and about 20 feet of rail were also broken on that side; value not reported. All the damage was above the water line.

The *Curlew* had been struck about 15 feet from the stem on the port side. Three frames were broken. Two hull plates were damaged. Her forepeak bulkhead was cracked, the angle irons were broken, and the chafing board with the angle irons at the top and bottom were torn away for about four feet; value not reported. No life lost.

A Court of Enquiry held to investigate the circumstances considered that the collision between the *Savitri* and the hopper barge *Curlew* was caused by the Master of the *Savitri* proceeding at an improper speed, and by the Serang of the *Curlew* neglecting, on seeing the *Savitri* approaching him, to at once take precaution to avoid her by porting her helm and stopping and reversing his engines; and that both were equally to blame in the matter.

66. **Dangi Imamshahi.**—A British Indian wooden barque; of Kurrachee; tonnage, official number and class not known; age 3 years; from Veraval to Kurrachee; cargo, onions and garmer; value R299-7-6; crew, 5 men.

This vessel after taking in cargo was lying at anchor in the harbour or Veraval, Kathiawar coast, ready to proceed on her voyage. But at 4 A.M. of the 24th April, owing to the tide receding and to the shallowness of the water she stranded on a rock, injured her bottom, and sprang a leak. She was repaired at a cost of R55 and proceeded on her voyage. Cargo damaged, value R215-7-3. No life lost.

67. **Sakhri.**—A British Indian muchwa; of Jaitapur; 76 tons register; official No. 3783; age 16 years; from Bombay to Viziadurg; cargo, salt; value R914-1; crew, 6 men.

Capsized in a gale of wind whilst proceeding down with the ebb tide to her new anchorage at the port of Mora, Bombay coast, at about 4 A.M. of the 28th April. The vessel sustained no damage, but the cargo was partially lost; value R234-P4-2. No life lost.

68. **Yeshwanti.**—A British Indian muchwa; of Ratnagiri; 7 tons register; official No. 5252; age 58 years; from Nagothna to Bombay; cargo, firewood valued at R50; crew, 4 men.

Struck against a sunken rock, while sailing down the creek, about a mile north of Dharamtar, Bombay coast, and upset at about 10 A. M. of the 29th April. Cargo all lost. No life lost

69. **Vadala.**—A British screw steamer; of Glasgow; 2,164 tons register; official No. 98575; age 1 year; from Calcutta to the Mauritius, with a general cargo.

Grounded at Jarmaker's Reach, river Hooghly, whilst proceeding under pilotage charge on the 29th April. The accident is attributed to her steering gear refusing to act. She was aground for half an hour, but sustained no damage. No life lost.

MAY.

70. **Yeshvanty.**—A British Indian muchwa; of Jaitapur; 11 tons register; official No. 4854; age 22 years; from Mora to Viziadurg; cargo, salt; value R1,007-8; crew, 6 men.

This vessel after receiving cargo was moving down the Mora creek, Bombay coast, at 4 A M. of the 2nd May, and as the tide receded, she took the ground and remained in an upright position till the following morning, when owing to the weight of the cargo, she heeled over, shipped a large quantity of water and swamped. She was eventually recovered without damage. Cargo to the value of R894-4-1 was lost. No life lost.

71. **Daventry.**—A British screw steamer; of West Hartlepool; 1,579 tons register; official No. 95899; age 2 years; classed at Liverpool 100 A.I.; from Calcutta to Hull; cargo, wheat and castor oil; value R2,90,192-12; crew, 24 men.

On the afternoon of the 5th May, when lying at the Port Commissioner's (No. 6) jetty, Hooghly river, loading a cargo of wheat, a fire broke out in the oil room at the forward part of the top-gallant forecastle and damaged a considerable part of the vessel; value not reported. The loading, however, was continued and a survey held which recommended certain repairs being done; after which she proceeded on her voyage. The origin of the fire is reported to be accidental. No loss of cargo. No life lost.

72. **Mahadeoprasad.**—A British Indian lateen; of Anjanvel; 12 tons register; official No. 6815; age 60 years; from Belapoor to Chiploon; cargo, salt; value ₹1,005; crew, 6 men.

Whilst proceeding from Belapoor to Trombay with her cargo, a strong wind which she encountered at 2 A.M. of the 7th May drove this vessel on to a sand bank, near Karava, in the Thana creek, Bombay coast, where she turned over on one side, shipped water, and swamped. She was afterwards recovered, and the damage sustained is estimated at ₹25. Cargo all lost. No life lost.

73. **Glen Caladh.**—A British iron barque; of Glasgow; 494 tons register; official No. 73825; age 15 years; classed at Lloyd's 100 A.I; from Chittagong to Zanzibar; cargo, rice; value not reported.

This vessel was lying at single anchor off Jooldia, Chittagong coast, at 7-30 P.M. of the 9th May, and having broken her sheer she parted her chain close to the anchor; and before a second anchor could be let go, she took the ground near Patunga, the mud being soft, she came off the next day without injury. No damage to cargo. No life lost.

74. **Clio.**—A British screw steamer; of Hull; 1,779 tons register; official No. 95784; age 2 years; from Kurrachee to Bombay, with a general cargo; 10 deck passengers.

Grounded on the east side of Kurrachee harbour, Sindh coast, owing to the slackness of the tide, whilst being piloted out at 8 A.M. of the 13th May. She remained aground for about eight minutes, but came off without injury. No damage to cargo. No life lost.

75. **City of Venice.**—A British three-masted screw steamer; of Glasgow; 2,201 tons register; official No. 71726; age 16 years; classed at Lloyd's 100 A.I.; from Calcutta to London, with a general cargo; 20 passengers, and a crew of 51 men.

At 7-43 A.M. of the 14th May this vessel struck against a sharp rock off Manissa point, near Point de Galle, Ceylon coast, and damaged her bottom. Her machinery also being out of order, she put back to Colombo for repairs. This obstruction is reported to be in the "fairway," and consists of a newly formed coral reef, or more probably of rock. No damage to cargo. No life lost.

76. **Deepdale.**—A British fore-and-aft screw steamer; of Sunderland; 1,715 tons register; official No. 81484; age 11 years; classed at Lloyd's 100 A.I. from Aden to Colombo, Madras, and Calcutta, with a general cargo, and a crew of 29 men.

This vessel was at Colombo harbour at 12-15 P.M. of the 14th May, and whilst unshipping a 22-ton gun which she brought out from England had her iron fore-mast broken off, about 8 feet above the deck, and in its fall broke also the main top-mast. The gun in dropping on the lighter killed a cooly that was at work, and injured two others. The port fore and rigging (shrouds) are reported to be unsound, and fore-mast insufficiently secured for bearing the unusually heavy strain put on it.

77. **Kornafuli.**—A British inland flat; of Calcutta; 600 tons register; age 11 years; crew, 18 men; no cargo.

This vessel whilst proceeding down the Hooghly river at 8 A.M. of the 15th May, in tow of the steam launches *Cossye* and *Lotus*, encountered a strong southerly breeze which blew her to leeward and on to No. 2 swinging buoy Prinsep's ghat, where she collided with the pilot brig *Fame*, and damaged her bowsprit and jibboom, value ₹200. No loss of cargo. No life lost.

A Court of Enquiry held to investigate the circumstances attribute the accident to the fresh breeze blowing at right angles on the surface of the Kornafuli.

78. **Kenilworth.**—An American four-masted steel ship; of Liverpool; 2,243 tons register; official No. 93719; age 4 years; classed at Lloyd's 100 A.1., was at Calcutta loading a general cargo for New York; 2 passengers (captain's wife and daughter); number of crew, not known.

The vessel was lying at the Esplanade moorings, Hooghly river, loading her cargo, and at 1-30 P.M. of the 15th May a fire was discovered at the main-hold among the jute bales. On the alarm being given, assistance was at once rendered by vessels lying alongside, and at 6 P.M., with the aid of the fire-engine vessel and the Calcutta Fire brigade, the fire was got sufficiently under control to enable the brigade to go into the hold to put it out effectually. The vessel's cargo at the time consisted of about 1,372 tons, of which the bulk was linseed, jute, jute cuttings, cutch, and saltpetre. These were so badly damaged that it was found necessary to discharge about 1,212 tons; the remainder being sound and undamaged were left on board. The damage to the vessel was estimated at about ₹3,000. Damage to cargo, not reported. No life lost. The origin of the fire is not definitely known.

79. **Laxmiprasad.**—A British Indian muchwa; of Ratnagiri; 11 tons register; official No. 10089; age 10 years; from Nagothna to Bombay; cargo, firewood; value ₹105; crew, 5 men.

This vessel, whilst proceeding down the Nagothna creek, Bombay coast, stranded on the bank, at noon of the 23rd May, and sprung a leak. Having shipped a large quantity of water, she swamped, and her hull was damaged to the extent of ₹150. No loss of cargo. No life lost.

80. **Hariprasad.**—A British Indian padow; of Bulsar; 19 tons register; official No. 2277; age not known; from Bankot to Bombay; cargo, country coal value ₹156; crew, 6 men.

Encountered strong adverse winds and a rough sea at the entrance of the Bankot creek, Bombay coast, at 7 A.M. of the 24th May, and being capsized, she lost the whole of her cargo. No damage to vessel. No life lost.

81. **Ramedi.**—A British Indian muchwa; of Thana; 20 tons register; official No. 6902; age 2 years; from Kalyan to Bombay; cargo, bricks; value ₹100; crew, 6 men.

This vessel was proceeding between the G. I. P. Railway bridge and the Chendni bandar at Thana, Bombay coast, at 4 P.M. of the 26th May, where a strong gale of wind drove her on to a rock, and damaged her bottom and keel; to the extent of ₹50. Cargo all lost. No life lost.

82. **Duke of Argyll.**—A British four-masted screw steamer; of Barrow; 2,037 tons register; official No. 68419; age 19 years; from Calcutta to London; crew, 40 men; description of cargo not reported.

Grounded on the Pulicat shoal Madras coast at 7-40 P.M. of the 31st May. She was aground for about an hour, but sustained no damage. No life lost.

JUNE.

83. Assyria.—A British screw steamer; of Glasgow; 970 tons register; official No. 67980; age 9 years; classed at Lloyd's 100 A. I.; from Cutchs Mandvi to Kurachee; description of cargo not reported; 92 passengers, and a crew of 72 men.

This vessel was safely piloted into Kurrachee harbour, Sindh coast, at 5-30 P.M. of the 2nd June, and on the anchor being let go, she swung round, and going too far to the westward grounded on soft mud, but floated off again at high tide next morning. She was subsequently surveyed by divers, and no damage was found. No loss of cargo. No life lost.

84. Walden Abbey.—A British iron ship; of Liverpool; 1,754 tons register; official No. 84187; age 10 years; classed at Liverpool 100 A. I.; from Calcutta to London; cargo, wheat and linseed, value not reported; crew, 29 men.

Grounded in the Jellingham channel, river Hooghly, as she was proceeding down under pilotage charge, and in tow of the tug *Retriever* at 5-15 P.M. of the 10th June. She was aground for about four hours, but sustained no damage. No loss of cargo. No life lost. The accident is attributed to some small inequality in the bed of the channel.

85. Fatekhair.—A British Indian batel; of Porbandar; 45 tons register; official No. 63; age 2 years; from Bombay to Porbandar; cargo, sugar, sugar-candy, gram, flour, and cotton yarn, value about R1,770; crew, 7 men.

At 10 A.M. of the 10th June this vessel was being pulled into Porbandar creek, Kathiawar coast, during high tide, when the ropes gave way, and she ran ashore; and being dashed against the rocks her bottom was damaged to the extent of R1,300. Cargo partially lost, value R1,472; damaged, value R129. No life lost.

86. Henry Bolckow.—A British screw steamer; of Bombay; €39 tons register; official No. 58862; age 22 years; classed at Lloyd's 100 A. I.; from Bundar Abbas to Bombay, with a general cargo, value not reported; €6 passengers, and a crew of 51 men.

When in Lat. 21° 42′ N., Long. 67° 8′ E., Arabian sea, a hole about two inches in diameter was discovered in the after part of the engine-room at the port side close to the keel; on the cement with which it was covered being washed away by the action of the water. She put into Kurrachee harbour at 11-30 A.M. of the 13th June for repairs, after which she proceeded on her voyage. No damage to cargo. No loss of life.

87. Huntingdon.—A British screw steamer; of London; 1,464 tons register; official No. 82874; age 11 years; classed at Lloyd's 100 A. I.; from Newport to Calcutta; cargo, salt, value not reported; crew, 28 men.

This vessel put into Aden harbour at noon of the 14th June with the crown of one of her furnaces down; after it was put into position again, she proceeded on her voyage. No damage to cargo. No life lost.

88. **Yeshwanty.**—A British Indian muchwa; of Ratnagiri; 5 tons register; official No. 9439; age not known; from Rajpuri to Ratnagiri; cargo, harik, paddy and wari, value R50; crew, 5 men.

This vessel, whilst entering Ara creek, Bombay coast, encountered a strong gale of wind at 4 P.M. of the 15th June, which broke her mast and drove her ashore, where she sprung a leak and was damaged to the extent of R50. Cargo all lost. No life lost.

89. **Shahzada.**—A British fore-and-aft screw steamer; of Liverpool; 1,046 tons register; official No. 78848; age 13 years; classed at Lloyd's 100 A. 1.; from Calcutta to Rangoon, with a general cargo; 50 passengers, and a crew of 40 men.

Grounded below the Eden channel, Hooghly river, whilst proceeding down under pilotage charge at 2 P.M. of the 18th June. The accident occurred through an error of the Pilot. No damage to vessel. No loss of cargo. No life lost.

90. **Hilston.**—A British iron ship; of London; 1,998 tons register; official No. 91851; age 6 years; classed at Lloyd's 100 A. I.; from Cardiff to Rangoon in ballast; crew, 29 men.

This vessel was proceeding up the Rangoon river, Burma coast, at 1-30 P.M. of the 19th June, in charge of an Assistant Harbour Master, and in attempting to moor her, between the *Lepanto* and the *Glanperis*, the *Hilston* collided with the latter, and carried away her jibboom, and did other slight damage; value not reported. The *Hilston* was damaged to the extent of £5. No loss of cargo. No life lost.

A Court of Enquiry held to investigate into the circumstances were of opinion that, had the *Glanperis* not disregarded the Port Rules by keeping out her jibboom, the damage done might not in all probability have happened.

91. **Glanperis.**—A British iron barque; of Caernarvon; 1,074 tons register; official No. 77415; age 14 years; classed at Lloyd's 100 A. I.; from Hamburg to Rangoon, with a general cargo and salt; value not reported; crew, 20 men

(*For an account of a collision between this vessel and the "Hilston," see Casualty No. 90.*)

92. **Tuna.**—A British screw steamer; of Bombay; 85 tons register; official No. 53527; age 6 years; classed at Lloyd's A. I,I.; from Aden to Hodeidah, with a general cargo; crew, 24 men.

On the 21st June, this vessel, whilst proceeding up the Red sea, stranded in Lat. 14° 35′ N., Long. 42° 54′10″ E., owing to the hazy state of the weather and a discrepancy in the log. No damage to vessel or cargo. No loss of life.

93. **Japan.**—A British screw steamer; of London; 1,865 tons register; official No. 67329; age 19 years; classed at Lloyd's 100 A. I.; from Calcutta to the Straits and Hong-Kong; with a general cargo and opium, value not reported; crew, 84 men.

Grounded on the lower part of Eden channel, river Hooghly, whilst proceeding down under pilotage charge at 5-40 P.M. of the 25th June. The vessel was aground for about three hours, but sustained no injury. No damage to cargo. No life lost. The accident is attributed to the sudden formation of a lump of sand in mid-channel.

94. **Callirrhoe.**—A British iron ship; of Liverpool; 1,249 tons register; official No. 54927; age 26 years; classed at Lloyd's * A.I.; from Liverpool to Calcutta; cargo, salt, value not reported; crew, 23 men.

This vessel was proceeding up the Hooghly river under pilotage charge and in tow of the steam tug *Clive* at 9-30 A.M. of the 25th June. She reached Sister Tree Mark at 2-50 P.M. The *Indore* was coming up the river about the same time under pilotage charge and in tow of the steam tug *Retriever*. Both vessels reached Roypore Reach at 3 P.M., and when the *Callirrhoe* was almost abreast of the *Indore* her wheel ropes broke and she collided with that vessel, taking the bank with her bow; but on rebounding, her stern touched the bank. The *Callirrhoe* had her port cathead carried away, and her port anchor dropped; value not reported. The *Indore* had several plates in starboard bulwarks smashed in, also chain plates and shrouds in main rigging, fore and main braces carried away, truss of crossjack yard broken, main and fore brace bumpkin forced through bulwarks; value not reported. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the collision between the *Callirrhoe* and the *Indore*, and the subsequent grounding of the former, were caused by the breaking of the wheel ropes of the *Callirrhoe*; and that they were unable to attach blame to anybody in the matter.

95. **Indore.**—A British iron ship; of Liverpool; 2,088 tons register; official No. 91276; age 5 years; classed at Lloyd's 100 A. I.; from New York to Calcutta; cargo, kerosine oil, value not reported; crew, 34 men.

(*For an account of a collision between this vessel and the "Callirrhoe," see Casualty No. 94.*)

96. **Patna.**—A British three-masted screw steamer; of Glasgow; 1,149 tons register; official No. 63826; age 20 years; classed at Lloyd's 100 A.I.; from Rangoon to Calcutta, with a general cargo; value not reported; 195 passengers, and a crew of 76 men.

Touched the ground slightly and collided with the Flat buoy at the Nynan crossing, river Hooghly, as she was proceeding up under pilotage charge at 4-10 P. M. of the 30th June. The steamer never lost her way and sustained no injury. No damage to cargo. No life lost.

97. **Kut Sang.**—A British screw steamer; of London; 1,495 tons register; official No. 84112; age 10 years; classed at Lloyd's 100 A.I.; from Calcutta to Hong-kong, *vid* Straits, with a general cargo; 58 passengers, and a crew of 47 men.

Grounded at the Nynan Reach, river Hooghly, as she was proceeding down under pilotage charge at 4-30 P.M. of the 30th June, owing to insufficiency of water on the bar. She was aground for one hour, and being flood tide, she floated off again without damage or assistance. No loss of cargo. No life lost.

JULY.

98. **Ville de Redan.**—A French iron barque; of Nantes; 718 tons register; official number not reported; age 15 years; classed at Bureau Veritas; from Algoa bay to Rangoon; in ballast; crew, 14 men.

This vessel stranded on the bank 2 miles S. S. E. of the Eastern Grove light-house, Burma coast, at noon of the 4th July, owing to strong winds. She floated off again at the flood without injury. No life lost.

99. Loodiana.—A British screw steamer; of Glasgow; 2,140 tons register; official No. 90012; age 7 years; classed at Lloyd's 100 A.I.; from Calcutta to Colombo; with a general cargo, and a crew of 90 men.

Lost an anchor and 15 fathoms of chain at Fisherman's point, river Hooghly, as she was proceeding down under pilotage charge on the 4th July. Weight of anchor, cwt. 46-4-26. No life lost.

100. Latona.—A British screw steamer; of Liverpool; 1,920 tons register; official No. 96396; age 2 years; classed at Lloyd's A.I.; from Suez to Colombo; cargo, coals.

This vessel, when in Lat. 12° 17′ N., Long. 56° 40′ E., Arabian Sea, encountered bad weather, and had to put into Bombay, leaking, and with pumps choked. No damage to cargo. No life lost.

101. Gopalaswamy.—A British Indian wooden barque; 93 tons register; age 7 years; from Chittagong to Naraingunge; cargo, salt, value R2,250; crew; 11 men.

This vessel whilst at Kumarkhally, in the Chittagong river, dragged her anchors at 6 A.M. of the 7th July, owing to strong currents, collided with the *Idroos*, and had her mast carried away, value R200. No damage to cargo. No life lost.

102. Hoseinee.—A British screw steamer; of Bombay; 994 tons register; official No. 97948; age 2 years; from Aden to Bombay; with a general cargo and ballast; 14 passengers, and a crew of 58 men.

Encountered bad weather and heavy sea when in Lat. 18° 32′ N., Long 67° 23′ E., Arabian sea; and at 10-15 A.M. of the 8th July the intermediate shaft of one of her engines sprung, owing to defective forging. No damage to cargo, No life lost.

103. King Arthur.—A British screw steamer; of Bombay; 1,047 tons register; official No. 70595; age 17 years; classed at Lloyd's 100 A. I.; from Bombay to Jeddah, with a general cargo, value not reported; 57 passengers; crew, 57 men.

This vessel when in Lat. 17° 42′ N., Long. 67° 36′ E., Arabian sea, encountered strong gales and high cross-seas, and at noon of the 10th July, her sounding pipe having been bent, she returned to Bombay for repairs. No damage to cargo. No life lost.

104. Ladakh.—A British iron ship; of Liverpool; 1,942 tons register, official No. 87815; age 8 years; classed at Lloyd's 100 A. I.; from New York to Calcutta, cargo, petroleum, value not reported; crew, 29 men.

This vessel was proceeding up under pilotage charge and in tow of the steam tug *Alexander*, at 10 A.M. of the 10th July, and on passing hawsers at the Gasper channel, river Hooghly, she collided with the tug and did her considerable damage. The tug had her boat's davits bent, some of her stanchions broken, and her life-boat lost, value not reported. The ship sustained no injury. No damage to cargo. No loss of life.

105. Clan Buchanan.—A British iron two-masted screw steamer; of Glasgow; 1,913 tons register; official No. 85729; age 9 years; classed at Lloyd's 100 A I.; from Calcutta to London, with a cargo of Indian produce, value not reported ;3passengers, and a crew of 75 men.

Whilst steering for Perim at 3 A.M. of the 16th July, this vessel stranded at Jebel Seyan, opposite the island of Perim, Lat. 12° 26′ N., Long. 43° 21′ E., gulf of Aden, owing to an abnormally strong current. She got off without sustaining any damage, after jettisoning about 150 tons of cargo; and on a survey being held she was allowed to proceed. No life lost.

106. H. M. Pollock.—A. British screw steamer; of Belfast; 1,623 tons register; official No. 97533; age 1 year; classed at Lloyd's 100 A.I.; from Port Said to Kurrachee; cargo, wheat, value not reported; crew, 26 men.

At 10-30 A.M. of the 19th July this vessel broke the tail end of her shaft when in Lat. 19° 40′ N., Long. 60° 25′ E., Arabian sea. She was put back to Kurrachee in tow of the *Germania* for repairs. Cost estimated at £500. About 1,250 tons of cargo had to be discharged preparatory to repairs being taken in hand. No life lost.

107. Yvonne Marie.—A French iron barque; of Nantes; 1,024 tons register; official number not reported; age 15 years; classed at Bureau Veritas 3-3 L.L.I.; from Bourbon to Calcutta; in ballast; crew, 20 men.

This vessel was at anchor at the Sandheads, and in getting under weigh at 6 A.M. of the 23rd July, she parted her chain at 15 fathoms owing to a heavy sea. The pilot attributes the loss of the anchor to a bad link in the chain. No damage to ship or cargo. No life lost.

108. Kenilworth.—An American iron ship; of New York, United States of America; 2,243 tons register; official number 93719; age 4 years; Calcutta to New York, with a general cargo, value not reported; crew, 22 men.

Stranded at Mooneekhally point, river Hooghly, as she was proceeding down under pilotage charge, and in tow of the steam tug *Dalhousie* on the 23rd July; owing to her having become unmanageable in an eddy current. She was aground for about one and a half minutes and floated off at high tide without damage. No loss of cargo. No life lost.

109. La Seyne.—A French three-masted screw steamer; of Marseilles; 1,287 tons register; official number not reported; age 20 years; from Aden to Bombay, with a general cargo; crew, 84 men.

This vessel broke her tail shaft and stern tube on the 27th July, when in Lat. 15° 37′ N., Long. 51° 50′ E., Arabian sea, and had to be docked at Bombay for the necessary repairs. No damage to cargo. No life lost.

110. Knight Companion.—A British screw steamer; of Liverpool; 2,543 tons register; official No. 95239; age 3 years; classed at Lloyd's 100 A.I.; from Bombay to Antwerp; cargo, seeds and cotton, value not reported; crew, 67 men.

Left Bombay on the 26th July, and at 10 P.M. of the 28th idem, encountered very severe weather when in Lat. 19° N., Long. 68° 32′ E., Bombay coast. She sprung a leak and took a list to starboard. On the holds being examined they were found to be full of water. She jettisoned about 200 tons of her cargo and put back to Bombay for the necessary repairs. Damage to vessel and cargo, not reported. No life lost.

111. Aston Hall.—A British screw steamer; of Liverpool; 2,254 tons register; official No. 86250; age 9 years; classed at Lloyd's 100 A. I.; from Port Said to Kurrachee, with a general cargo and coals; crew, 60 men.

Broke her tail shaft and damaged her stern tube at 3 A.M. of the 28th July when in Lat 15° 24′ N., Long. 53° 44′ E., Arabian sea. She was towed into Bombay by the *Posiedon* for repairs. Value of damage not reported. Cargo partially lost. No life lost.

AUGUST.

112. **Saint Asaph.**—A British screw steamer; of London; 1,284 tons register; official No. 87364; age 7 years; classed at Lloyd's 100 A. I.; from Singapore to Montreal; cargo, sugar, value not repoted; crew, 26 men.

Grounded at Ras Abala at 9-30 P.M. of the 2nd August; Lat. 12° N., Long 50° 49′ E, gulf of Aden, owing to an error of the Master. She remained aground for nine hours, and having touched a level sandy bottom, she sustained no injury. She floated off again at high tide. No damage to cargo. No life lost.

113. **Ramban.**—A British Indian muchwa; of Uran; tonnage, official number, age, and class, not reported; from Moolkhand to Bombay; for fishing purposes, with fishing nets; valued at ₹400; crew, 27 men.

At 8 P.M. of the 3rd August this vessel was out at sea for fishing purposes, and having encountered a storm off Warli, Bombay coast, she was capsized and her keel damaged to the extent of ₹500; cargo all lost. No life lost.

114. **Mary Beyts.**—A British screw steamer; of London; 2,434 tons register; official No. 98053; age one year; classed at Lloyd's 100 A. I; from Kurrachee to Hull; cargo, wheat; crew, 38 men.

This vessel when in Lat. 24° 20′ N., Long. 66° 20′ E., Arabian sea, having lost one blade of her propeller at 7-45 P.M. of the 5th; and another at 1-30 A.M. of the 6th August, returned to Kurrachee for repairs. No damage to cargo. No life lost.

115. **British King.**—A British screw steamer; of Liverpool; 3,042 tons register; official number not reported; age 1 year; classed at Liverpool 100 A. I.; from Calcutta to Antwerp, with a general cargo, value not reported; crew 45 men.

This vessel whilst proceeding down under pilotage charge on the 6th August, and when about a quarter of a mile above Fulta point, river Hooghly, struck the steep bank with her stern, and remained aground for about a minute, but sustained no injury. No damage to cargo. No life lost. The occurrence was accidental, and due to no fault of the Pilot.

116. **Newcomen.**—A British screw steamer; of Greenock; 1,353 tons register; official No. 87376; age 9 years; classed at London 100 A. I.; from Port Said to Bombay, with a general cargo and coals, value not reported; crew, 26 men.

On the 8th August, when in Lat. 17° 33′ N., Long. 70° 25′ E., Arabian sea, the coals in No. 1 hold of this vessel was found to be on fire. Steam pumps were used, and with the assistance of the crew the fire was put out. The vessel sustained no injury but about 400 tons of coal were damaged, value not reported. No life lost. The occurrence is attributed to spontaneous combustion.

117. **Sirdhana.**—A British three-masted screw steamer; of Glasgow; 2,055 tons register; official No. 80448; age 12 years; from Rangoon to Colombo, with a general cargo; crew, 82 men.

Grounded at the entrance to the port of Alleppy at 5-30 P.M. of the 10th August, owing to the shifting of the mud bank. After discharging a portion of her cargo she floated again at 2 P.M. of the following day, without sustaining any injury. No damage to cargo. No life lost.

118. **Goa.**—A British screw steamer; of Glasgow; 1,232 tons register; official No. 71680; age 7 years; classed at Lloyd's A. I.; from Moulmein to Calcutta *vid* Rangoon, with a general cargo; value not reported; a number of deck passengers; and a crew of 14 men.

This vessel was proceeding up the Rangoon river under pilotage charge at 7 P.M. of the 11th August, and in rounding to opposite Fleming and Co.'s oil-works at Danidaw, she collided with the Arracan Company's cargo boat No. 426, laden with rice, and sank her. The cargo boat was struck about 6 fee from its stern post at the starboard side, and sank on an even keel. The cargo was all lost, value not reported. No life lost. The *Goa* sustained no damage.

A Court of Enquiry held to investigate the circumstances were of opinion that the collision was due to the cargo boat changing her course, and that under the circumstances, the pilot of the steamer was not to blame. The witnesses who were on board the *Goa* declare that the cargo boat had no light up.

119. City of Calcutta.—A British screw steamer; of Glasgow; 2,505 tons register; official No. 85862; age 10 years; classed at Lloyd's 100 A. I.; from Calcutta to London, with a general cargo, value not reported; one passenger.

Touched the ground at the Upper Bellary bar, river Hooghly, whilst proceeding down under pilotage charge on the 13th August. She sustained no injury nor stopped her way. No damage to cargo. No life lost.

120. Amara.—A British screw steamer; of London; 1,566 tons register; official No. 98197; age 7 months; classed at Lloyd's 100 A. I.; from Perim to Bushire, with a general cargo, value not reported; crew, 26 men.

This vessel, when going up the Persian gulf, stranded outside Bushire at 3 A.M. of the 14th August; bearing of town S. E. 3 miles. She came off next tide without injury. No damage to cargo. No life lost.

121. Dhamra.—A British iron cargo flat, belonging to the India General Steam Navigation Company of Calcutta; 600 tons register; official number not given; from Calcutta to Assam, with a general cargo, value not reported; crew, 17 men.

This vessel was proceeding up the Brahmaputra river, Bengal, at 8 A.M., of the 18th August, and when at Juggernauthgunge, the steamer *India* in connecting hawsers collided with the flat, fouled her with her anchor and pierced her side plates. Damage estimated at R400. The cargo, consisting of garden stores and salt, being partially damaged, was landed at Serajgunge; value R3,000. No life lost.

122. Palamcotta.—A British screw steamer; of Glasgow, 2,208 tons register; official No. 97617; age 1½ years; classed at Lloyd's 100 A. I.; from Calcutta to Rangoon, with a general cargo; 190 passengers, and a crew of 94 men.

At 1-40 A.M. of the 19th August, whilst proceeding up the Rangoon river under pilotage charge, a squall from the land struck the vessel. Shortly after she gave a slight heel to starboard, and grounded about three quarters of a mile N. by E. of the Upper Western buoy. The anchor was then let go, but the chain would not go out, as the ship was then on the ground, her head swinging round to west. She remained fast until 3-10 P.M. on the 20th idem, when she floated and steamed to an anchor which had been run out in a south eastern direction. No damage to ship or cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the grounding of the *Palamcotia* was due to the steamer going at a greater rate of speed than that given to the Pilot in charge, and that the accident might have been avoided had the anchor been dropped the moment the order was given by the Pilot to drop it. The President, however, differed in this opinion

and considered that the Pilot had committed an error of judgment. The Chief Commissioner considered that the Master of the *Palamcotta* should be censured for not having insisted upon anchoring when the squall came on, and for not having had his anchors clear and ready for letting go at once in pilotage waters. He was also of opinion that the Pilot had committed a rash act in attempting to bring the *Palamcotta* into the river with the leading lights obscured in a squally night and starting from a doubtful position. He accordingly directed the Pilot to be suspended for two months.

123. **Selene.**—An Austro-Hungarian iron barque; of Trieste; 861 tons register; official number not reported; age 10 years; classed at Trieste Lloyd's Register; from Calcutta to Bombay, with a general cargo, value not known; crew, 44 men.

Lost her starboard anchor and 25 fathoms of chain below Fulta point, river Hooghly, as she was proceeding down under pilotage charge on the 21st August. The broken link was found to be defective. Bearing: Shipgunge mark S. W. Anchoring Creek Obs. S. S. E. Weight of anchor, 1 ton 9 cwt.; Trottman's patent. Cable $5\frac{1}{8}$ of an inch. No damage to ship or cargo. No life lost.

124. **M. and E. Cox.**—A British wooden barque; of Halifax; 1,185 tons register; official No. 57731; age 22 years; classed at Bureau Veritas 5-61. L. L.; from Rio de Janeiro to Colombo; in ballast; crew, 19 men.

This vessel, whilst anchored inside of Colombo harbour, was run into by the French troopship *Annamite* at 7-45 P.M. of the 24th August; breaking her flying jibbooms and carrying away her cut-water and catheads and all connecting gear, and also cutting the cable. Value of damage not reported. No loss of cargo. No life lost. The accident is attributed to negligence on the part of the French trooper in approaching the harbour.

125. **Clan MacArthur.**—A British screw steamer; of Glasgow; 2,635 tons register; official No. 87657; age 8 years; classed at Lloyd's 100 A.I.; from Calcutta to London, with a general cargo, value not reported; 5 passengers; number of crew not reported.

At 6 A.M. of the 25th August, when in Lat. 16° N., Long. 84° E., Madras coast, a fire was observed in the forward bunkers of this vessel, of a very small extent, reported to be due to spontaneous combustion, assisted probably by the heat from the donkey boiler. It was extinguished without any damage to vessel or cargo. No life lost.

126. **Regent.**—A British wooden ship; of Liverpool; 1,289 tons register; official No. 75469; age 13 years; classed at Bureau Veritas 3-3 L. 11; from Liverpool to Chittagong; cargo, salt, R41,180; crew, 23 men.

This vessel, whilst proceeding up the Chittagong river with the flood tide, under pilotage charge, was drifted on to the mud flat, north-east of the Guptakhalli crossing on the 25th August, but sustained no injury. No damage to cargo. No life lost. The accident is attributed to negligence on the part of the Pilot in not observing the marks.

127. **Aska.**—A British steel screw steamer; of Glasgow; 181 tons register; official No. 96094; age 2 years; classed at Lloyd's A. I.; from Pamban to Negapatam; with 4 passengers and a crew of 40 men. No cargo.

This vessel after leaving Pamban, stranded on the Middle bank, Palk's strait, Ceylon coast, at 1-25 A.M. of the 27th August, owing to some alteration of the bank. No damage to vessel or cargo. No life lost.

SEPTEMBER.

128. **Port Caroline.**—A British screw steamer; of London; 2,130 tons register; official No. 95529; age 3 years; classed at Lloyd's 100 A.I.; from Madras to Calcutta and Sydney N. S. W., in water ballast; crew, 78 men.

This vessel was proceeding up the Hooghly river, and at 1 P.M. of the 3rd September, when at Garden Reach, she became unmanageable; owing apparently to an under-current, and sheering in towards the mooring buoy, struck the buoy and broke two blades of the propeller. Value of damage not reported. No life lost.

129. **Dunera.**—A British screw steamer; of Glasgow; 3,507 tons register official No. 98623; age 6 months; classed at Lloyd's 100 A.I.; from Calcutta to London, with a general cargo, value not reported; 45 passengers, and a crew of 149 men.

This vessel is reported to have grounded twice whilst proceeding down the river Hooghly, under pilotage charge on the 3rd September; the first when abreast of the Lower Mud Point buoy; and the second on the western side of the Dredge channel; owing to her not answering her helm in a strong tide and eddies. She was aground for over four hours and remained so until the flood made, when she floated again with the assistance of the *Resolute* and proceeded to sea, having sustained no damage. No loss of cargo or life.

130. **Hochheimer.**—A German screw steamer; of Bremen; 1,829 tons register; official number not reported; age 2 years; classed at Lloyd's 100 A.I.; from Calcutta to Hamburg, with a general cargo, value unknown; crew, 43 men

Grounded on the Atcheepore sand, Hooghly river, and remained aground for fifteen minutes. She also lost her port anchor and 80 fathoms of chain on the Kulpee roads, whilst proceeding down under pilotage charge at 9-30 A.M. of the 3rd September. No damage to cargo. No life lost. The accident is attributed to an error of the Pilot.

131. **Dhanprasad.**—A British Indian padow; of Mahim; 13 tons register; official No. 1286; from Mahim to Bhavnagur; cargo, cocoanuts, value R120; plantains, value R110; ginger, value R15; plantain trees, value R2; crew, 12 men.

This vessel, when off the entrance into the creek leading to the port of Dahanu, Bombay coast, encountered a strong south-westerly gale at 5 A.M. of the 4th September, which capsized and damaged her to the extent of R50 Cargo all lost. No life lost.

132. **Pandurang.**—A British Indian muchwa; of Alibag; 6 tons register; official No. 709; age 6 years; classed as a country sailing craft; from Bombay to Hashivre; with a crew of 5 men. No cargo.

At 4 P.M. of the 6th September when off Navkar in Alibag, on the Bombay coast, this vessel encountered bad weather, and having shipped water, she swamped, and was damaged to the extent of R150. No life lost.

133. **Caroondadencani Vettiveloo.**—A British Indian wooden barque; of Negapatam; 290 tons register; official number not reported; age 13 years; from Negapatam to Penang; cargo, salt, value not reported; crew, 21 men.

This vessel, when in Lat. 10° N., Long. 81° 10′ E., Madras coast, encountered strong winds and heavy seas, at 10 A.M. of the 7th September, which carried away her foremast; and having also lost her mainmast through the falling in

of the foremast, she was towed into Madras harbour by the S. S. *Bedouin* for repairs. Value of damage estimated at R1,000. No loss of cargo. No life lost.

134. **Khengty.**—A British Indian muchwa; of Panvel; 6 tons register; official No. 3408; age not reported; from Bombay to Belapur, in sand ballast, with a crew of 6 men; no cargo.

This vessel was going from Bombay to Belapur, at 2 P.M. of the 7th September, and when opposite Peerpaw, near the Trombay creek, Bombay coast, she encountered strong winds, became unmanageable, and being filled with water she swamped. On the water being baled out afterwards, she floated off again. No life lost.

135. **Baghdadi.**—A British screw steamer; of London; 1,104 tons register; official No. 91855; age 6 years; classed at Lloyd's 100 A.I.; from Bushire to London, with a general cargo and grain, value not reported; 15 passengers, and a crew of 25 men.

On the 8th September, an hour after sunrise, this vessel when in Linjah harbour, Persian gulf, got aground in two and three quarter fathoms, and remained so for three hours. She floated off again at flood tide and proceeded. No damage to vessel or cargo. No life lost.

136. **Rhine.**—A British iron ship; of London; 1,611 tons register; official No. 91978; age 5 years; classed at Lloyd's 100 A I.; from Newcastle to Trinidad; cargo, linseed, value not reported; 620 emigrant coolies, and a crew of 47 men.

This vessel was lying at anchor low down in Garden Reach, river Hooghly, on the 9th September. About 8 A.M. of that day the tug *Clive* went down to tow her out, and at 9 A.M. the *Rhine* weighed anchor. Half an hour afterwards she took a sheer to port and a starboard guy broke and killed a lascar on board the *Clive*. He was struck on the head and his brains were dashed out. In the meantime the *Rhine* took another sheer to starboard, and this sheer shot her ahead of the *Clive*, and before the tug could get out of the way the two vessels collided. The *Clive* went into the starboard bow of the *Rhine*, and as her anchor was hanging out it was knocked against her side and two holes were made in her by the stock and the flukes. The *Clive* had some of her rails broken and one of her davits knocked out. Value of the damages not reported. No loss of cargo. One life was lost under the circumstances above stated.

A Court of Enquiry held to investigate into the circumstances attribute the collision to the sheer of the *Rhine*, and they consider it was contributed to in some degree by the *Clive* not going faster ahead. But as there was the unhappy accident on board that vessel, and the attention of those on board was diverted for a short space of time, they did not consider that anybody was to blame for the collision.

137. **Susan Josephine.**—A British Indian wooden brig; of Chittagong; 145 tons register; age 36 years; from Naraingunge to Chittagong; cargo, jute, value R17,480; tobacco, R400; rope, value R120; crew, 11 men.

This vessel proceeded down from Naraingunge, and at 2 P.M. of the 11th September anchored at Toon Chur. The tug *Hoozinee* coming up with the flood tide about the same time, collided with her and carried away her jibboom, bowsprit, *etc.* Value estimated at R150. No loss of cargo. No life lost.

138. **Nevasa.**—A British screw steamer; of Glasgow, 1,932 tons register; official No. 89924; age 7 years; from Calcutta to Bombay; with a general cargo.

Struck the bank whilst crossing from Moonekhally point to Jarmaker's crossing mark, as she was proceeding down the Hooghly river, under pilotage charge on the 11th September. No damage to vessel or cargo. No life lost. The accident is attributed to the vessel taking a heavy sheer against her helm.

139. **Wildcroft.**—A British screw steamer; of London; 1,916 tons register; official No. 98905; age 1 year; classed at Lloyd's; from Bombay to Busrah, in water ballast; crew, 28 men.

This vessel, when in Lat. 22° 3′N., Long. 66° 8′E., Arabian sea, is reported to have lost her propeller and broken the tail shaft at 5-20 P.M. of the 14th September; owing apparently to a flaw in the workmanship; value not reported. No damage to cargo. No life lost.

140. **Danube.**—A British steel ship; of London; 1,345 tons register; official No. 98139; age 1 year; classed at Lloyd's A.I.; from Calcutta to Trinidad; cargo, rice and dhall, value not reported; crew, 45 men.

This vessel was at anchor at Prinsep's ghat, Hooghly river, at 11-30 A.M. of the 15th September, when the *Angerton*, which was dropping down at the same time, ran into the ship and damaged one of her starboard plates. She also broke her top-gallant rail and damaged the gear on bowsprit; value not reported. No damage to cargo. No life lost.

141. **Bhawani.**—A British Indian lateen; of Bombay; 10 tons register; official No. 2534; age 30 years; was at Mahul with a cargo of salt, value R1,000, and a crew of 6 men.

Whilst at anchor in the Mahul creek, Bombay coast, at 10 P.M. of the 19th September, her sides gave out owing to her contents being greater than her capacity, and she was damaged to the extent of R2; cargo worth R875 was lost. No life lost.

142. **Sheikh Berkhud.**—A British screw steamer; of Greenock; 158 tons register; official No. 93802; age 6 months, classed at Lloyd's A. I.; from Aden to Hodeidah, with a general cargo, and a crew of 31 men.

Stranded in the Red sea off Ras Majumelah at 9-10 A.M. of the 19th September, owing to the Master having misjudged his distance. No damage to vessel. No loss of cargo. No life lost.

143. **Meyun.**—A British screw steamer; of Greenock; 91 tons register; official No. 93207; age 3 years; from Perim to Zeyla; cargo, rice, value not reported; 4 passengers, and a crew of 24 men.

Grounded in Lat. 11° 32′ N., Long. 43° 30′ E., gulf of Tejureh, at 8 A.M. of the 23rd September, owing to a strong westerly set of the current. She remained aground for 30 hours and got off only after discharging cargo. She sustained no damage. No loss of cargo. No life lost.

144. **Bijoli.**—A British inland steamer belonging to the Calcutta Steam Navigation Company; 49 tons register, official number not reported; age 1 year; from Calcutta to Ooloobariah, with 228 passengers, and a crew of 18 men; no cargo.

The vessel was proceeding to Ooloobariah, at 4-15 P.M. of the 24th September, when a small country boat laden with paddy in attempting to cross her bows collided with her and was sunk; but her crew were picked up. The steamer sustained no damage. No loss of cargo. No life lost.

145. Polymnia.—A British four-masted barque; of Hamburg; 2,068 tons register; official No. 1428; age 5 years; classed under the German Registration Act; from Hamburg to Calcutta; cargo, salt, value not reported; crew, 29 men.

Lost an anchor and 25 fathoms of chain at Atcheepore, river Hooghly, whilst proceeding up under pilotage charge, on the 24th September.

146. Falls of Inversnaid.—A British screw steamer; of Glasgow; 1,710 tons register; official No. 96002; age 3 years; from Calcutta to Liverpool; with a general cargo; crew, 27 men.

Grounded on the Moyapore bar, Hooghly river; at 2-40 P.M. of the 25th September, whilst proceeding down under pilotage charge. The accident is attributed to a rain squall obscuring the track. The vessel was aground for 15 minutes; but sustained no injury. No damage to cargo. No life lost.

147. Hoosanee.—A native craft; of Cutch; 31 tons register; official number not reported; age 2 years; classed as a batel; from Bombay to Tuticorin; cargo, kerosine oil and coal tar; value not reported; crew, 5 men.

Whilst entering the inner harbour of Tuticorin, at 7 P.M. of the 28th September, this vessel struck on a rock at the northern edge of Ori Par, gulf of Manar. She floated off again after jettisoning about 300 cases of kerosine oil, valued at R600. No damage to vessel. No life lost.

OCTOBER.

148. Dalmally.—A British screw steamer; of West Hartlepool; 1,611 tons register; official No. 97364; age 2 years; classed at Lloyd's 100 A. I.; from Busrah to London, with a general cargo; 69 coolies, 4 tindals; and a crew of 23 men.

Stranded on the Busrah bar, Persian gulf, at noon of the 3rd October; but apparently sustained no damage. No loss of cargo. No life lost.

149. Rannock.—A British screw steamer; of Glasgow; 1,172 tons register; official No. 96093; age 2 years; classed at Lloyd's 100 A. I.; from Busrah to London, with a general cargo; 2 passengers, and a crew of 27 men.

Stranded on the Busrah bar, Persian gulf, at noon of the 4th October; details not reported. No damage to vessel or cargo. No life lost.

150. Parvatiprasad.—A native craft; of Bulsar; 13 tons register; official No. 238; age not reported; from Kalyan to Dholera; cargo, jowari, valued at R787-8; crew, 5 men.

This vessel was in the Thana creek, Bombay coast at 4 A.M. of the 4th October when she encountered a strong gale of wind, and, through an error of the Tindal, was run against the rocks off Gaimoke, capsized, and damaged to the extent of R251. After jettisoning a portion of her cargo, valued at R262-8, she righted herself. No life lost.

151. Fatte Kher.—A British Indian padow; of Bombay; 24 tons register; official No. 3696; age 21 years; from Trombay to Bombay; cargo, salt, value R1,445; crew, 6 men.

Encountered a severe gale of wind near the Trombay creek, Bombay coast, at 9 P.M. of the 5th October, rolled heavily, and after shipping a large quantity of water she swamped, and was damaged to the extent of R30. Cargo all lost. No life lost.

152. **Shahajahan.**—A British Indian padow; of Bombay; 23 tons register; official No. 3298; age 26 years; from Trombay to Bombay; cargo, salt, valued at R1,080; crew, 6 men.

Encountered a severe gale of wind near the Trombay barge, Bombay coast at 9 P.M. of the 5th October, rolled heavily, and after shipping a large quantity of water she swamped, and was damaged to the extent of R70; cargo entirely lost. No life lost.

153. **Pawan.**—A British Indian muchwa; of Uran; 21 tons register; official No. 2076; age 52 years; from Trombay to Bombay; cargo, salt, valued at R1,440, crew, 7 men.

Encountered a severe gale of wind near the Trombay barge, Bombay, at 9 P.M. of the 5th October, rolled heavily, and after shipping a large quantity of water she capsized and all her cargo was washed out. No damage to vessel. No life lost.

154. **Sakhri Salamati.**—A British Indian padow; of Bombay; 13 tons register; official No. 803; age about 52 years; classed as a country craft; from Bombay to Mora; cargo, wet dates, value R900; crew, 6 men.

This vessel had left Bombay and was about to enter the port of Mora; Bombay coast, at 7 P.M. of the 5th October, when she was overtaken by a strong gale of wind, and shipping a large quantity of water she heeled over and sank, but was afterwards recovered without sustaining any damage. Her appurtenances, valued at R73-12, were lost; and the cargo partially lost, value R386. No life lost.

155. **Dewan.**—A British inland cargo flat belonging to the Indian General Steam Navigation Company; of Calcutta; 700 tons register; no official number, and not classed; age 8 years; from Calcutta to Patna, with a general cargo; crew, 18 men.

This vessel was loading cargo, at Mokamah ghat, river Ganges, when suddenly a line of rivets opened out, and as the holds filled with water she stranded at about 3 P.M. of the 7th October. The cargo estimated at 20,000 maunds, principally iron and salt, was submerged. The salt was entirely lost, but the iron was recovered. Estimated value of cargo lost is R80,000. No life lost.

156. **Megna.**—A British screw steamer; of Glasgow; 754 tons register; official No. 49349; age 2 years; from Calcutta to Rangoon with a general cargo.

This vessel was proceeding down the Hooghly river on the 9th October; and when abreast of Garden House steps, took a heavy sheer to port and fouled the bows of the *Castledale*, which was going down at the same time, and did slight damage to her butt-strop and three of the bulwark stanchions; besides bending a top rail. Value of the damage not reported. The *Megna* sustained no injury. No loss of cargo or life.

157. **Germania.**—A British screw steamer; of Whitby; 1,947 tons register; official No. 88768; classed at Lloyd's 100 A. I.; from Suakin to Kurrachee, in ballast; crew, 29 men.

This vessel arrived at Suakin on the 15th October, and whilst entering the harbour she took the ground on the north side, and remained fast for about two hours on a mud and sandy bottom. She sailed again on the 30th idem, and when at the harbour entrance she ran badly ashore on a flat coral reef, where she remained fast with a heavy list till noon of the following day,

when with the assistance of a steamer she proceeded on her voyage. On arrival at Kurrachee she was surveyed and found to have sustained no damage. No life lost.

158. **Boliraj.**—A British Indian muchwa; of Uran; 8 tons register; official No. 1914; age 16 years; classed as a country craft; from Morabander to Bhiwndi bander; cargo, country spirit (mowra) in casks, valued at ₹4,151-14; crew, 5 men.

At 4 P.M. of the 20th October this vessel laden with cargo was proceeding towards the Mora barge, Bombay coast, when she was caught by a sudden gale of wind, and shipping a large quantity of water, she capsized and her cargo was washed out. The casks of liquor were eventually secured, and on examination the vessel was found to have sustained no damage. No loss of life.

159. **Durria Dowlut.**—A British Indian pattimar; of Bombay; 59 tons register; no official number, and not classed; age 30 years; from Bombay to Cochin; cargo, general, value not reported; crew, 14 men.

This vessel whilst entering the Cochin river at 3 P.M. of the 22nd October was swept down by a strong current and stranded on the sand. On the wind drawing more southerly she afterwards set sail and came into the inner harbour, with only the loss of an anchor. The vessel sustained no damage. No loss of cargo. No life lost.

NOVEMBER.

160. **Evesham Abbey.**—A British iron ship; of Liverpool; 1,613 tons register; official No. 74521; age 15 years; classed at Lloyd's 100 A. I.; from Liverpool to New York *viâ* Calcutta; cargo, jute; value not reported; crew, 28 men.

Grounded off Kedgeree, river Hooghly, at 3-10 P.M. of the 1st November, whilst proceeding down under pilotage charge and in tow of the steam tug *Retriever*. She rolled for about ten minutes, floated off, and proceeded to sea the next day, without sustaining any damage. No loss of cargo. No life lost.

161. **Marpesia.**—A British iron ship; of Liverpool; 1,453 tons register; official No. 54960; age 25 years; classed at Lloyd's *A1.; from Hamburg to Rangoon; with a general cargo and salt; value not reported; crew, 27 men.

This vessel when off the Andamans, in Lat. 9° 24′ N., Long. 96° 19′ E., bay of Bengal, experienced cyclonic weather at 3 A.M. of the 1st November, and was damaged to the extent of £300. No loss of cargo. No life lost.

162. **Maharani.**—A British screw steamer; of Liverpool; 1,047 tons register; official No. 81274; age 12 years; classed at Lloyd's 100 A. I.; from Chittagong to Rangoon, with a general cargo and coal, value not reported; 491 passengers, and a crew of 53 men.

This vessel was proceeding up the Rangoon river, Bombay coast, at noon of the 4th November, when she was caught in an eddy and grounded on the edge of the Pazundaung bar, in the Monkey Point channel, where she remained aground for an hour, but sustained no injury. No damage to cargo. No life lost.

163. **Gwalior.**—A British inland steamer belonging to the River Steam Navigation Company; of Calcutta; details not furnished.

This vessel with the flat *Ganges* in tow, was proceeding up the Hooghly river from Messrs. Macneill and Company's Yard at Garden Reach on the 5th November, and in attempting to pass the S. S. *Maharaja*, which was lying at anchor under pilotage charge, took the ground at the College Sand buoy. She then took a sheer and damaged one of the boats of the *Maharaja*; value not reported. The *Gwalior* sustained no injury. No life lost.

164. Lady Agnes.—A British wooden barque; of Peterhead; 356 tons register; official No. 55484; age 25 years; classed at Lloyd's A. I., (expired in May last), from Colombo to Balasore; in stone ballast; crew, 12 men.

This vessel, when in Lat. 19° 5′ N., Long. 86° 3′ E., bay of Bengal, was caught in a severe cyclone at 1 A.M. of the 5th November, and was totally dismasted, her main deck stove in, two beams and two pumps broken, and all her boats smashed. She was driven down the coast as far as Coconada, where she anchored on the 12th November. The damage to the vessel is estimated at £1,000. No life lost. She was insured for £400.

165. Lena (*late Baron Colonsay*).—A British iron ship; of London; 1,654 tons register; official No. 72398; age 18 years; classed at Lloyd's 100 A. I.; from Cape Town to Calcutta; cargo, salt, value not reported; 700 emigrant coolies, and a crew of 43 men.

At 7 P.M. of the 5th November this vessel anchored at Sandheads, bay of Bengal, and from midnight of that date to about 5 A.M. of the 6th, she encountered a terrific gale and cyclonic weather. The foremast and jibboom were carried away, two life-boats were lost, two anchors broken; sails torn into shreds; windlass doubled, and various other damages done, the whole being estimated at about R1,50,000. Cargo was partially damaged, value R300. No life lost.

166. Yame.—A British composite brig of Bombay; 320 tons register; no official No.; age 2 years; employed in the Port Officer's Department as a Pilot Vessel; crew, 41 men.

On the 5th November this vessel was at anchor N. W N., four miles off the Eastern Channel lightship; and on account of the heavy sea she parted from 110 fathoms and stood to sea, the squall and weather in general becoming very bad, she lost her bow sprit, jibboom, masts, etc. The next day the squalls becoming lighter, she proceeded towards the Sandheads without further damage. No loss of life.

167. Palki.—A British Indian ganja; of Cutch; 145 tons register; official No. 200; age 2 years; from Maldavi to Calcutta; cargo, cocoanuts, coir yarn and cowries, valued at R8,000; crew, 16 men.

This vessel broke away from her anchors, and drifted over to Gordon's Patch, Dhamra river, Orissa coast, during the cyclone of the 5th November; and having sprung a leak, she swamped and was damaged to the extent of R2,000; cargo lost and damaged, value estimated at about R3,000. No life lost.

168. Aldborough.—A British screw steamer; of London; 1,518 tons register; official No. 95439; age 3 years; classed at Lloyd's 100 A. I.; from Calcutta to Dundee; cargo, jute, value not reported; crew, 24 men.

On leaving Calcutta, this vessel encountered the cyclone which passed over the bay of Bengal on the 5th November, and put into Point de Galle in a distressed condition. A survey was held, but the extent of the damage to the ship and cargo has not been reported. It appears, however, that about 187 tons of coals were jettisoned, and 440 bales of cargo were transhipped. No life lost.

169. **Labhsavai.**—A native craft; of Porbandar; 24 tons register; official No. 98; age 10 years; not classed; from Broach to Kodinar and Porbandar; cargo, cotton seeds and snuff, value not reported; crew, 5 men.

This vessel encountered stormy weather on the night of the 7th November, and was driven on shoal water, near Navabandar, within the limits of the Junagadh territory, Kathiawar coast, where she stranded, sprang a leak, and was damaged to the extent of ₹200; cargo partially lost; value ₹918. No life lost.

170. **Sultan Mahamudi.**—A British Indian mahagiri; of Uran; 27 tons register; official No. 2370; age 5 years; from Chirner to Karanja; cargo, salt, value ₹2,808; crew, 5 men.

At 5 A. M. of the 11th November this vessel, whilst anchored in the Chirner creek, Bombay coast, was driven by the force of the wind and tide about a quarter of a mile away from that place, where she shipped a quantity of water, and being overladen, was capsized, and cargo to the value of ₹1,998 was lost. No damage to the vessel. No life lost.

171. **Clan Fraser.**—A British screw steamer; of Glasgow, 1,349 tons register; official No. 80420; age 11 years; classed at Lloyd's 100 A. I.; from Bombay to Calcutta; in ballast.

Lost an anchor and six fathoms of chain in the Saugor Roads, river Hooghly; whilst proceeding down under pilotage charge on the 15th November.

172. **Dundee.**—A British inland steamer belonging to the River Steam Navigation Company; of Calcutta; 100 tons register; no official No.; age 5 years; was employed in Calcutta on towage work; crew, 11 men; no cargo.

This vessel whilst towing the flat *Samnuggar* at 4-15 P.M. of the 15th November collided with the S. S. *Pilot* at No. 8 buoy off Baboo ghat, Hooghly river. The steamer and flat in attempting to cross to the eastward came over the mooring chain of the S. S. *Pilot* and caused one of the links to part at two fathoms from the buoy. The steamer sustained no damage. No loss of cargo or life.

173. **Chilka.**—A British screw steamer; of Glasgow; 1,450 tons register; official No. 80424; age 13 years; classed at Lloyd's 100 A. I.; from Gopalpur to Rangoon; with a general cargo, value not reported; 1,130 passengers; crew 65 men

Encountered cyclonic weather at 5 P.M. of the 19th November, when about 80 miles W. N. W. of the Alguada light-house, Burma coast. She lost two of her boats and two were damaged. The vessel was damaged to the extent of ₹2,000. No loss of cargo; 4 lives lost.

174. **Waverley.**—A British screw steamer; of Liverpool; 2,022 tons register; official No. 84134; age 11 years; classed at Lloyd's; Calcutta to Bombay; cargo, rice; value not reported; 3 passengers and a crew of 63 men.

Grounded on the southern side of the Madras harbour at 9-30 A.M. of the 21st November, whilst being brought up to her moorings by the Harbour Master. After being imbedded in the sand for about eight days she got off with the assistance of a tug. On arrival at Bombay she was surveyed and found that her bottom had been much damaged on the starboard side and generally strained; thirty-five plates as well as the floors and intercostals were injured; value of damage not reported. No loss of cargo. No life lost. The accident is attributed to the parting of an anchor.

175. **Lawada.**—A British screw steamer; of Glasgow; 2,140 tons register; official No. 90044; age 6 years; classed at Lloyd's 100 A. I.; from Calcutta to Pooree, with a general cargo; value not reported; 1 deck passenger; and a crew of 86 men.

This vessel after leaving Calcutta, sighted the Pooree light at 7 P.M. of the 22nd November, and the Master, intending to anchor there, made for it; but owing to the native leadsman having given the wrong soundings, the vessel took the ground at 7 fathoms with a list to starboard of about 16 degrees. By 11 A.M. of the following day, hatches Nos. 3 and 4 were stove right in, and no one could stand on deck. The crew went ashore, some swimming and others on spars and life-belts. The third officer was drowned in attempting to get ashore in one of the ship's boats. No other lives were lost. On the 25th December two steam tugs, the *Ramrapura* and the *Aighur*, arrived from Calcutta to render assistance, and the *Lawada* was towed off into deep sea on the evening of the 29th idem. Nearly the whole of the cargo was damaged by sea-water.

A Court of Enquiry held to investigate the circumstances recorded the following opinion:—We have no hesitation in saying that we believe the evidence given by the Master, and believe that the seacunny gave the wrong soundings, and by doing so caused the *Lawada* to take the ground; and that we consider the Master entirely free from blame.

176. **Mobile Bay.**—A British iron barque; of Glasgow; 1,117 tons register official No. 87663; age 8 years; classed at Lloyd's 100 A. I.; from Cardiff to Rangoon, in sand ballast; crew, 20 men.

Encountered a cyclone, when in Lat. 20° N., Long. 88° E., Bay of Bengal with heavy, cross, and confused sea. It lasted two days, from the 20th to the 22nd November, and the vessel was towed into Rangoon, dismasted, rudder head twisted, and one of her main deck beams torn by a falling mast; a suit of sails was also lost; besides these, there were other damages sustained; value not reported. She was taken in tow by the India General Steam Navigation Company's S. S. *Palitana*. No damage to cargo. No life lost.

177. **Brablock.**—A British steel ship; of Glasgow; 2,000 tons register; official No. 96072; age 3 years; classed at Lloyd's 100 A.I.; from Cardiff to Chittagong, in ballast; crew, 32 men.

This vessel encountered a very severe cyclone and strong currents, in the bay of Bengal and was drifted on to the south-west of D'Apres shoal, Chittagong coast, where she grounded at 2 A.M. of the 23rd November, but got off without damage. No life lost.

178. **Siam.**—A British screw steamer; of Greenock; 1,577 tons register; official No. 73596; age 18 years; classed at Lloyd's 100 A.I.; was at Bombay, in ballast; crew, 109 men.

This vessel while at her moorings in Bombay harbour was run into at 7 A.M. of the 26th November by the Austrian Lloyd's S.S. *Orion*, on her starboard side, damaging a life boat and a gig, and completely smashing a jolly-boat; value estimated at £200. No loss of cargo. No life lost.

179. **Mirzapore.**—A British screw steamer; of Greenock; 2,168 tons register; official No. 65604; age 20 years; from London to Bombay, with a general cargo, passengers, and mails.

This vessel after discharging the mails and disembarking the passengers proceeded up the harbour of Bombay in pilotage charge, and anchored off the Dock channel at 7·38 P.M. of the 30th November for the purpose of entering the

dock when the tide was suitable, and the signal from the dock entrance made. At 9 P.M. the Pilot received the signal to go into the dock, and the vessel proceeded up the Victoria channel. But owing to the engines not working, and the Pilot's orders to let go anchor not having been carried out promptly, the vessel collided with the dock wall, and had about ten plates in the bows, on either side, broken and upset, and a large piece of the stern cracked in three places and bent over to port; value of damage not reported. The dock wall was also damaged. No life lost.

A Court of Enquiry held to investigate the circumstances attending the accident considered that there was undoubted delay in getting the port anchor lowered by steam, and that had that anchor run freely at the order "let go," it would have taken sufficient hold to cant the ship's head to sufficiently clear the dock wall; the more so, when it is taken into consideration that the ship was two feet five inches deeper aft than forward, and the flood tide acting on the ship's heel would have assisted in swinging her stern to the northward. The Court also considered the Chief Engineer guilty of negligence in not being at his station when the ship got under weigh and proceeded towards the dock; but taking into consideration his previous character and service, they censured him.

DECEMBER.

180. **Naderi.**—A British screw steamer; of Bombay; belonging to the Bombay and Persia Steam Navigation Company; 1,162 tons register; official number not yet assigned; was on her first voyage; from Bombay to Busrah, with a general cargo; 4 cabin and 159 deck passengers; number of crew not reported.

This vessel when going out of Kurrachee harbour touched the edge of a bank very slightly at 4-30 P.M. of the 1st December, owing to her engines not working as quickly as required; but having sustained no damage, she proceeded on to sea. No loss of cargo. No life lost.

181. **Warora.**—A British screw steamer; of Glasgow; 2,554 tons register; official No. 95004; age 4 years; classed at Lloyd's 100 A.I.; from Calcutta to Bombay; cargo, rice, value not reported; crew, 92 men.

Grounded on the Fulta sand, Hooghly river, whilst proceeding down under pilotage charge, at 2-30 P.M. of the 4th December, owing to her steam steering gear having broken down in an eddy tide. She was aground for 11 hours, and floated off again without sustaining any serious damage. No loss of cargo. No life lost.

182. **Colaba.**—A British screw steamer; of Glasgow; 1,071 tons register; official No. 78607; age 13 years; from Calcutta to Rangoon, with a general cargo; 421 passengers, and a crew of 58 men.

Grounded on Elephant Point, Burma coast, whilst proceeding up the Rangoon river under pilotage charge, at 3-55 A.M. of the 5th December. At 2-10 P.M., when the flood made, she came off again with the help of her own engines, without sustaining any injury. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the Pilot had done wrong in not using the lead when near Elephant Point; and that he had deliberately disobeyed Rule 55 of the Pilot Rules in regard to navigating at night; and under the orders of the Chief Commissioner his certificate was suspended for one month.

183. **Laxmi.**—A British Indian muchwa; of Rai; 1 ton register; official No. 2662; age not reported; from Manori to Kalyan; cargo, dry fish, (unsalted) value R8-12; crew, 3 men.

This vessel was in the Bassein creek at 3 A.M. of the 8th December, when a sudden gale of wind caused her to heel over, and shipping a large quantity of water she swamped and her cargo was entirely lost. No damage to vessel. No life lost.

184. **Amara.**—A British screw steamer; of London; 2,454 tons register; official No. 98197; age 1 year; classed at Lloyd's 100 A.I.; from Bushire to Lingah, with a general cargo; 12 passengers, and a crew of 27 men.

This vessel was proceeding down the Bushire roads, Persian gulf, at 4 P.M. of the 11th December, when a native boat laden with tobacco in attempting to cross her bows was sunk with all her cargo, a portion only was saved through the exertions of the Master of the *Amara*. No life lost. The native boat was afterwards picked up with the assistance of another boat.

185. **Narainprasad.**—A native craft; of Porbandar; 53 tons register; official No. 22; age 18 years; from Tuticorin to Bilimora; cargo, jaggery, value not reported; crew, 7 men.

At 5 A.M. of the 11th December this vessel had proceeded as far as Quilon, and when about three-fourths of a mile from the shore, she was drifted on to a rock and sprung a leak, but sustained no damage. A small portion of the cargo was lost and some were damaged, value not reported. No life lost.

186. **Bhawani.**—A British Indian muchwa; of Bassein; 10 tons register; official No. 6695; age 33 years; from Bhwindi to Rai; cargo, hay, value R24; crew, 5 men.

This vessel was at anchor in the Bassein creek, Bombay coast, between 3 and 4 A.M. of the 12th December, when a strong easterly wind caused her to lurch and ship water. She sustained no damage, but the whole of the cargo was jettisoned to save her. No life lost.

187. **Ananthapoorani.**—A British Indian wooden barque; port of registry, official No. and age not reported; 87 tons register; from Kolachel to Ballimora; cargo, jaggery, value not reported; crew, 13 men.

Stranded about a mile and a half south of the Alleppy light, Malabar coast, at 10 A.M. of the 14th December, owing to the vessel having hugged the shore too closely. She got off the same night with a fair breeze; and having grounded on soft mud, she sustained no injury. No loss of cargo. No life lost.

188. **Ganeshprasad.**—A British Indian pattimar; of Anjanvel; 71 tons register; official No. 6869; age 8 years; from Bombay to Alleppy; cargo, salt; crew, 15 men.

At 7 P.M. of the 20th December, when the vessel was on the Malabar coast, Allepy lighthouse, bearing N.E.E., she encountered stormy weather, and her main mast was struck by lightning and split in two; the damage was estimated at R250. No damage to cargo. One lascar was killed by lightning.

189. **Bhawani.**—A British Indian lateen; of Mahim; 7 tons register; official No. 1233; age 6 years; from Edran, a sub-port of Dantivra, to sea, for fishing purposes, with a crew of 9 men; no cargo.

At 5 A.M. of the 27th December, when the vessel was about 12 miles off Edran, Bombay coast, her rudder broke while she was under full sail, and all control over her having been lost, she capsized, and four of the nets valued at R80 were lost. Value of damage to vessel R20. No life lost.

190. **Nizam.**—A British screw steamer; of Liverpool; 2,041 tons register; official No. 97753; age 2 years; from Calcutta to Tellicherry with a general cargo; and a crew of 67 men.

This vessel, on leaving the Calicut anchorage at 2-50 A.M. of the 31st December, collided with the muchwa *Lakshuman Ram*, bound to Cochin, under sail. The muchwa was capsized, bottom upwards, and the hull damaged. Value of damage not reported. The cargo was entirely lost, value R992-4. The hull was abandoned, but afterwards recovered by the Port Officer, Calicut. The accident is attributed to the muchwa not exhibiting the usual Regulation lights. No life lost.

191. **Lakshuman Ram.**—A British Indian muchwa; of Mangalore; 23 tons register; official No. 15; age 15 years; not classed; from Barkur to Cochin; cargo paddy, value R992-4; crew, 7 men.

(*For an account of a collision between this vessel and the "Nizam," see Casualty No.* 190).

192. **Sutlej.**—A British screw steamer; of Barrow; 2,103 tons register; official No. 83979; age 10 years; classed at Lloyd's 100 A. I.; from London to Calcutta, with a general cargo.

Collided with the *City of Bombay* as she was going into her moorings at No 8 Jetty, Hooghly river, on the 31st December, under charge of an Assistant Harbour Master, and had her pipe and rail damaged, value not reported. No damage to cargo. No life lost.

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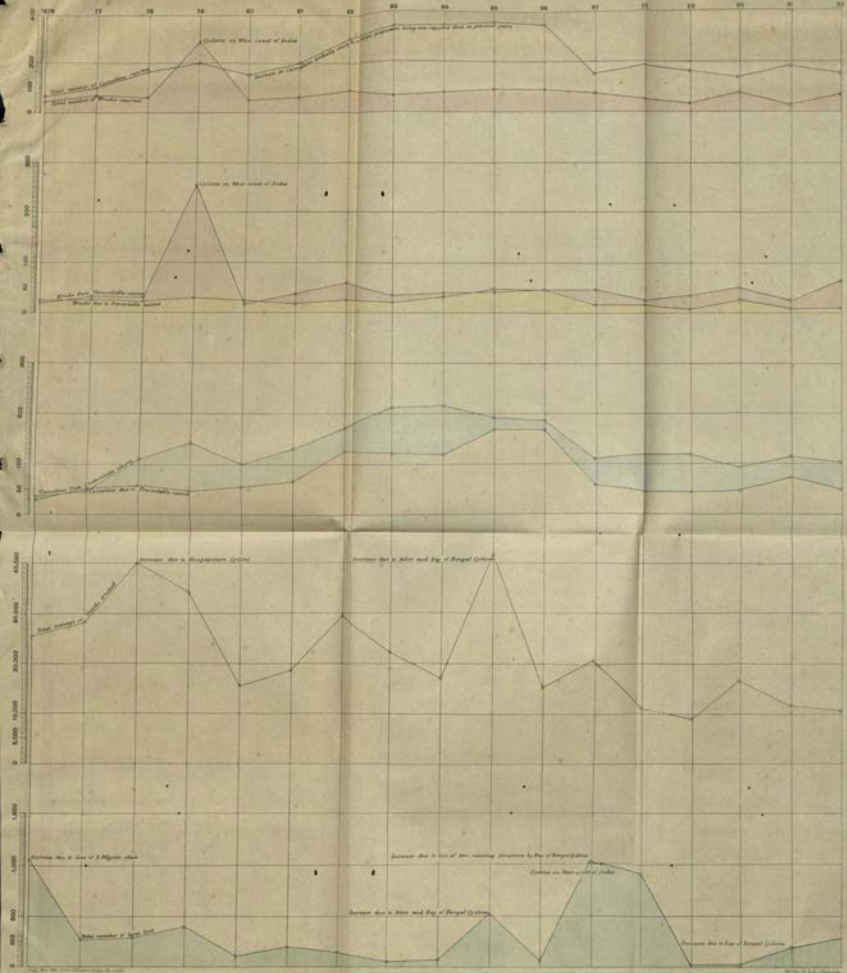
ARABIA
HINDOSTAN
BAY OF BENGAL
AFRICA
WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANZIBAR AND MAURITIUS

DIAGRAM.

Showing Comparative numbers of marine Wrecks and Casualties, total tonnage, and the number of lives lost, reported to the Indian Wreck Department, Calcutta, from the years 1876 to 1892 inclusive.


Cyclone on West coast of India
Total number of Casualties reported
Total number of Wrecks reported
Increase due to Cyclone on West coast of India
Increase due to Cyclone on West coast of India
Increase due to Bhagirathee Cyclone
Total number of Lives lost
Increase due to Aden and Bay of Bengal Cyclone
Increase due to loss of S.Nigerian steam
Total number of Lives lost
Increase due to loss of two crossing steamers in Bay of Bengal in 1864
Cyclone on West coast of India
Increase due to Aden and Bay of Bengal Cyclone
Increase due to Bay of Bengal Cyclone

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1892;

TOGETHER WITH A CHART SHOWING THE POSITION IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST SEVENTEEN YEARS.

PREPARED BY

EATON W. PETLEY, R.N. (*Retired*),

PORT OFFICER AND REGISTRAR OF WRECKS.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

CALCUTTA:

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1893.

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REVIEW.

THIS year's Wreck Report may be considered as eventful only as regards the cyclonic weather that visited the Kathiawar and Bombay coasts in the month of May, which, although not attended with any serious loss of lives, has been disastrous to British Indian vessels and Native craft trading on those coasts. The British screw steamer *Deccan* is also reported to have met with a terrific cyclone between the 9th and 23rd February, after leaving the Mauritius for Bombay, and is supposed to have foundered in the Indian Ocean with 214 lives on board. It is due to these causes that the total number of lives lost is a little more, but the total tonnage lost this year is somewhat less than the figures shown the previous year.

Of the 72 wrecks reported this year, there were 6 British and Foreign vessels, 35 British Indian, and 31 Native craft; and of the 158 Casualties, there were 84 British and Foreign vessels, 45 British Indian, and 29 Native craft.

Of these 230 wrecks and casualties, there were 23 collisions, 8 founderings, 45 groundings, 92 strandings, and 62 miscellaneous cases.

The Table of "general localities," in which these wrecks and casualties occurred, show that the largest number, *viz.*, 70, occurred on the Bombay coast, 44 on the Kathiawar coast, 35 in the Hooghly river, 22 in the Burma and Chittagong coasts, and 3 in the Madras Presidency.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1892, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department, from the year 1879 to 1892 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1892 inclusive.

A.—Causes to which the reported maritime disasters may be attributed.

	Collisions.	Founderings.	Groundings.	Strandings.	Miscellaneous.	Grand Total.
Wrecks.						
British and Foreign	3	2	10	2	1	6
British Indian and Native craft	1	1	2	1	1	66
Casualties.						
British and Foreign	3	7	45	71	18	81
British Indian and Native craft	1	1	12	19	3	77
GRAND TOTAL	3	4	45	71	18	230
Accidental or unavoidable.	3	4	10	1	2	20
Cyclone, heavy weather, etc.	3	2	2	1	2	10
Defective steering gear.	2	4	1	1	1	9
Error of the Harbour Master.	1	1	2	1	1	6
Do. Master.	1	2	2	1	1	7
Do. Pilot.	2	4	2	1	1	10
Do. Serang or Tindal.	1	1	1	1	1	5
Not exhibiting lights or defective lights.	1	2	1	1	1	6
Total.	23	19	35	5	22	81
Cyclone, heavy weather, etc.	7	1	6	37	4	66
Unknown.	1	1	3	10	1	8
Total.	8	2	45	48	31	62
Accidental or unavoidable.	2	10	1	2	1	6
Alteration in the channel.	1	1	2	1	2	6
Cyclone, heavy weather, etc.	1	5	1	1	2	10
Defective construction of vessel or engine.	2	5	2	1	2	12
Do. steering gear.	1	2	2	1	1	7
Error of the Harbour Master.	1	2	2	1	1	7
Do. Pilot.	1	2	2	1	1	7
Do. and Mate.	1	1	1	1	1	5
Do. Serang or Tindal.	1	1	1	1	1	5
Tides and currents.	1	1	1	1	1	5
Total.	45	12	6	37	14	77
Cyclone, heavy weather, etc.	1	1	3	37	1	43
Error of the Master.	1	1	1	1	1	5
Do. Serang or Tindal.	1	1	1	1	1	5
Tides and currents.	1	1	1	10	1	14
Total.	71	19	7	37	14	92
Capsized.—Accidental.	18	3	1	2	1	25
Do. Cyclone, heavy weather, etc.	3	3	1	4	1	12
Do. Tides and currents.	3	2	1	1	1	8
Damage to Engine.—Accidental.	2	1	1	1	1	6
Do. Error of the Engineer.	1	1	1	1	1	5
Do. Heavy weather.	1	1	1	1	1	5
Do. Tides and currents.	4	2	1	1	1	9
Do. ship, boats, cargo, etc.—Cyclone, heavy weather, etc.	4	2	1	1	1	9
Fire.—Accidental.	2	2	1	1	1	7
Do. Incendiarism.	2	1	1	1	1	6
Do. Spontaneous combustion.	2	2	1	1	1	7
Do. Unknown.	4	1	1	1	1	8
Loss of masts, sails, boats, etc.—Cyclone, heavy weather.	1	3	1	1	1	7
Do. do. Tides and currents.	3	4	1	1	1	10
Sprung a leak.—Cyclone, heavy weather, etc.	3	3	1	1	1	9
Do. Old and rotten.	2	3	1	1	1	8
Do. Tides and currents.	1	4	1	1	1	8
Do. Unknown.	1	3	1	1	1	7
Total.	8	31	22	62	31	154
GRAND TOTAL	6	66	81	77	230	

B.—*General localities in which the maritime Wrecks and Casualties occurred.*

	Aden, gulf of.	Africa, north-east coast.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Cambay, gulf of.	Chittagong coast.	Coromandel do.	Cutch, gulf of.	Ganges river.	Hooghly do.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Megna river.	Oman, gulf of.	Orissa coast.	Persian gulf.	Portuguese territory.	Red sea.	Sind coast.	TOTAL.
WRECKS.																									
British and Foreign	...	...	...	1	...	1	...	...	...	...	...	1	1	...	...	1	...	...	1	...	...	...	...	...	6
British Indian and Native craft	...	...	...	...	23	2	5	1	...	2	...	...	...	26	2	2	1	...	...	...	...	...	2	...	66
CASUALTIES.																									
British and Foreign	4	1	2	...	9	7	...	8	2	1	1	36	2	...	1	2	...	1	...	...	2	...	5	2	86
British Indian and Native craft	...	...	...	...	38	1	...	2	...	1	...	...	...	10	...	6	1	...	...	1	...	2	...	1	72
GRAND TOTAL	4	1	2	1	70	11	5	11	2	4	1	37	3	45	3	11	2	1	...	2	2	2	5	5	230

C.—*Statement showing the number of reported maritime Wrecks and Casualties in Indian waters in each month of the year 1892, the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of wrecks	4	1	5	6	36	3	3	3	8	...	1	2	72
Ditto casualties	17	5	13	22	39	13	9	10	6	9	8	7	158
Total tonnage of vessels wrecked	487	2,022	1,961	330	2,613	45	236	2,201	383	...	27	105	10,410
Number of lives lost	6	214	...	...	14	1	1	18	13	2	2	1	272

D.—*Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1892, inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft.*

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73*	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158

* Including the two British Indian vessels, of which no details were furnished.

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1890, inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,204	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the master and crew of both these vessels.
1877	163	26,847	142	Not including the master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Fattal Carrim*, *Fattay Rosack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Carrim*, *Fattay Rostack*, *Lady Amherst*, and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of one British Indian and two Native crafts, which were not given.
1889	217	9,629	35	
1890	214	16,973	22	Excluding the tonnage of vessels not given.
1891	231	12,068	240	Ditto ditto.
1892	230	10,410	272	

From the foregoing it will be seen that during the past 28 years (1865 to 1892, inclusive) the annual average number of the reported wrecks and casualties in Indian waters has been 195; the average total tonnage lost was 19,646; and the number of lives lost 190.

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1892, inclusive, is also appended to the return.

EATON W. PETLEY,
Port Officer and Registrar of Wrecks.

PORT OFFICE;
Calcutta, 30th March 1893.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Sultan Secunder*	216	British wooden brig	Jan. 9th	Moulmein	Tondi	Timber, value R10,000
2	*Salamati*	15	Do. Indian lateen	Do. 14th	Kalliwada	Jafrabad	No cargo
3	*Mahomed Bux*	231	Do. do. dhoney	Do. do.	Kristnapatam	Masulipatam	In ballast
4	*Ganesh Prasad*	25	Do. do. galbut	Do. 22nd	Belikeri	Bombay	Firewood, value R300
5	*Deccan*	2,022	Do. screw steamer	Feb. 23rd	Mauritius	Do.	Sugar and oil, value not reported.
6	*Surajprasad*	41	Do. Indian lateen	March 4th	Broach	Mora	Mowra flowers, valued at R1,200.
7	*Ladki*	16	Do. do.	Do. 5th	Vingorla	Bombay	Ground nuts, hemp (raw), cocum, and gunny bags, value R2,291-8.
8	*Bengal*	2,296	Do. iron ship	Do. 23rd	Liverpool	Calcutta	Salt, value not reported
9	*King Hing Lee*	600	Chinese wooden junk	Do. do.	Acheen	Nicobars	Mother-o'-pearl shells, kopra, and split cane, value not reported.
10	*Sakhari*	8	British Indian lateen	Do. 27th	Agashi	Versova	Hemp, value R360
11	*Albely*	23	Do. do. craft	April 9th	Jhaglia	Mandvi	Rice, valued at R1,400
12	*Mahaluxmi*	80	Do. do. pattimar	Do. 11th	Cochin	Cannanore	Rice, packing mats, empty boxes, etc., value R1,614.
13	*Yeshwanty*	40	Do. do. muchwa	Do. 14th	Bombay	Ratnagiri	No cargo
14	*Mahomed Bux*	65	Do. do. dhoney	Do. 17th	Tuticorin	Kayalpatam	No cargo
15	*Dowlat Prasad*	38	Do. do. pattimar	Do. 22nd	Ponani	Ratnagiri	No cargo
16	*Salamati*	74	Do. do. batela	Do. 25th	Mangalore	Bombay	Tiles, value R540
17	*Mahadeoprasad*	28	Native craft	May 1st	Veraval	Do.	Onions, value not stated
18	*Yeshwanty*	25	Do. do.	Do. do.	Bombay	Ratnagiri	No cargo
19	*Trikamprasad*	73	Do. do.	Do. do.	Anchored at Porbandar		Castor seeds and empty casks, value R2,098.
20	*Naranprasad*	80	Do. do.	Do. do.	Do.	Do.	Wheat, valued at R1,012
21	*Ruparel*	25	Do. do.	Do. do.	Jakhau	Daman	Fishes, nets, etc., value R920
22	*Laxmipasa*	...	Do. do.	Do. do.	Porbandar	Bhavnagar	Stones, value not reported
23	*Gulalio*	99	Do. do.	Do. do.	At anchor at Porbandar		Wheat, bajra, castor seed, cotton, jowar, and stones, value R15,367.
24	*Daria Dolat*	71	Do. do.	Do. do.	Do.	Do.	Castor seed, jowar, and stones, value R1,962.
25	*Fateh Karim*	62	Do. do.	Do. do.	Malabar	Porbandar	Beams, planks, and blocks of wood, value R800.
26	*Sugalprasad*	54	Do. do.	Do. do.	Calicut	Do.	Turmeric, betel-nuts, and cocoanuts, value R5,608-8.
27	*Hariprasad*	72	Do. do.	Do. do.	Kurrachee	Do.	Oil and gram, value R230
28	*Mahadeoprasad*	30	Do. do.	Do. do.	At anchor at	Do.	Wheat and stones, value R1,140.
29	*Harsingar*	25	Do. do.	Do. do.	Do.	Do.	Cotton, stones, and clarified butter, value R6,710.
30	*Khatowpasa*	38	Do. do.	Do. do.	Calicut	Kurrachee	Jungle wood planks, beams, coir yarn, etc., value not reported.
31	*Davalprasad*	42	Do. do.	Do. do.	At anchor at Porbandar		Stones, jowar, and cotton, value not reported.
32	*Hariprasad alias Kontoro*	...	Do. do.	Do. do.	Calicut	Porbandar	Cocoanuts, coir yarn, treacle, timber, beams, etc., value R1,500.
33	*Alimadat*	...	Do. do.	Do. do.	At Veraval harbour		No cargo
34	*Sugalpacha*	42	Do. do.	Do. do.	Bombay	Veraval	Do.
35	*Fazal Kurim*	95	Do. do.	Do. do.	Do.	Do.	Do.
36	*Mahadeopasa*	88	Do. do.	Do. do.	Calicut	Mandvi	Bamboos, planks, rafters, etc.
37	*Daria Dowlat*	62	Do. do.	Do. do.	Bulsar	Navibandar	Teakwood timber, rafters, sojad wood, bamboos, etc., value R400.
38	*Fateh Khair alias Shah Alum.*	...	Do. do.	Do. do.	Veraval	Bombay	Cotton, jowar, and castor seed, value not reported.
39	*Salamati*	116	Do. do.	Do. do.	Do.	Do.	Cotton, castor seed, wheat, etc., value not known.
40	*Vithalpasha*	90	Do. do.	Do. do.	Kurrachee	Veruval	Rice, gram, dhal and match boxes, value not reported.

Waters during the year 1892.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Lat. 15° 40′ N., Long. 96° 7′ E., gulf of Martaban	Burma coast	Foundering. Heavy weather	None lost	Cargo all lost.
At the entrance of the Bassein creek	Bombay do.	Stranding. Do. do.	2 lives lost	...
On the Kellern bar at Kristnapatam	Madras do.	Grounding. Do. do.	None lost	...
Alibag fort, at the entrance of the creek	Bombay do.	Stranding. Do. do.	Do.	Cargo partially lost.
Exact locality not reported	Indian ocean	Foundering. Cyclone	214 lives lost	Do. all lost.
Six miles from Gungawada, a sub-port of Dahanu	Bombay coast	Do. Heavy weather	None lost	Do. Do.
Surjicote creek, a sub-port of Malwan	Do. do.	Stranding. Do. do.	Do.	Cargo partially lost and partly damaged.
Long Sand, to the west of Palmyra shoal	Orissa do.	Do. Error of the Master	Do.	Cargo all lost.
Expedition harbour, on the west coast of Camorta island, Nicobars.	Bay of Bengal	Do. Cyclone	Do.	Do. partially lost.
Entrance of the Vesawa creek	Bombay coast	Do. Tides and currents	Do.	Do. all lost.
Four miles off Jhaglis, in the Sirganda creek	Sind do.	Sprung aleak. Old and unseaworthy	Do.	Cargo partially lost and partly damaged.
On the rocks at Fort point, port of Cannanore	Malabar do.	Stranding. Error of the Tindal	Do.	Do. do.
Entrance of the Nira creek	Bombay do.	Do. Tides and currents	Do.	...
Inner harbour of Kayalpatam	Gulf of Manar	Fire. Incendiarism	Do.	...
Entrance to the Punani river	Bombay coast	Capsized. Heavy weather	Do.	...
Entrance to the Purnagad creek	Do. do.	Foundering. Do. do.	Do.	Cargo all lost.
One mile distant from Mandvi	Kathiawar coast	Stranding. Cyclone	Do.	Do. do.
At the entrance of the Nira creek, a sub-port of Ratnagiri.	Bombay do.	Do. Tides and currents	Do.	...
At the port of Porbandar	Kathiawar coast	Do. Cyclone	Do.	Cargo partially lost and partly damaged.
Do. do.	Do. do.	Do. Do.	Do.	Do. do.
Near Porbandar	Do. do.	Do. Do.	Do.	Cargo all lost.
Near the Gosa creek in Porbandar	Do. do.	Do. Do.	2 lives lost	Do. do.
At anchor in the port of Porbandar	Do. do.	Do. Do.	None lost	Cargo partially lost and partly damaged.
Do. do.	Do. do.	Do. Do.	Do.	Do. do.
In the port of Porbandar	Do. do.	Do. Do.	Do.	Do. do.
Do. Do.	Do. do.	Do. Do.	Do.	Do. do.
Do. Do.	Do. do.	Do. Do.	Do.	Do. do.
Do. do.	Do. do.	Do. Do.	Do.	Do. do.
Do. do.	Do. do.	Do. Do.	Do.	Do. do.
Opposite Chobari in the port of Porbandar	Do. do.	Capsized. Do.	2 lives lost	Do. do.
In the port of Porbandar	Do. do.	Stranding. Do.	None lost	Do. do.
Near Gddar in the port of Porbandar	Do. do.	Do. Do.	2 lives lost	Do. do.
At anchor in the Veraval harbour	Do. do.	Do. Do.	None lost	...
Do. do.	Do. do.	Do. Do.	Do.	...
Do. do.	Do. do.	Do. Do.	Do.	...
In the port of Navibandar	Do. do.	Do. Do.	Do.	Cargo partially lost and partly damaged.
Do. do.	Do. do.	Do. Do.	2 lives lost	Cargo partially lost.
Between Hirakot and Sutrapada	Do. do.	Do. Do.	None lost	None lost.
Near the Veraval harbour	Do. do.	Do. Do.	Do.	Cargo partially lost.
Do. do.	Do. do.	Do. Do.	Do.	Do. do.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
41	*Dolatpasa*	12	Native craft	May 1st	Mandvi	Kurrachee	No cargo
42	*Esmanlee*	62	British Indian pattimar	Do. 2nd	Badargodo	Calicut	Salt, value R7,776
43	*Adolf*	633	Swedish wooden barque	Do. 22nd	Akyab	New York	Cocoanut oil, and general merchandize.
44	*A Boat (no name)*	9	British Burman kattoo	Do. 23rd	Tavoy	Mergui	Salt, value Rt,005. Earthen pots, value R100.
45	*Palki*	145	Native craft	Do. 30th	Calicut	Cutch	Jaggery, coir yarn and wood, value R1,820.
46	*Dungi Pattan*	70	British Indian lateen	Do. 31st	Mangalore	Kurrachee	Mangalore tiles, value R945.
47	*Hariprasad*	89	Do. pattimar	Do. do.	Cochin	Bombay	Oil, copra, ropes, and coir yarn, value not reported.
48	*Ramchodprasad*	121	Do. ganja	Do. do.	Calicut	Cutch Mandvi	Ropes and yarn
49	*Fatehher*	80	Do. batel	Do. do.	Do.	Do.	No cargo
50	*Padaruth*	72	Do. ganja	Do. do.	Do.	Do.	Teakwood, bamboos, etc., value R369.
51	*Khatsoprasad*	77	Do. do.	Do. do.	Do.	Jamnagar	No cargo
52	*Bhawani*	8	Do. muchwa	Do. do.	Bombay	Harnai	Do.
53	*Hariprasad*	...	Do. pattimar	June 1st	Ponani	Bombay	Cocoanuts and mangoes, value R3,800.
54	*Watal*	30	Do. muchwa	Do. do.	Marmagoa	Do.	No cargo
55	*Jaiprasad*	15	Do. lateen	Do. 2nd	Merwa	Umersari	Do.
56	*Yeshwanti*	6	Do. muchwa	July 23th	Rewas	Bombay	Fish, value R15
57	*Nutherwoolie*	206	Do. wooden brig	Do. 24th	Chittagong	Naraingunge	No cargo
58	*Hydroos*	24	Do. munji	Do. do.	At anchor at Ponani		Do.
59	*Anglia*	2,120	Do. screw steamer	Aug. 24th	Calcutta	London	General; value not reported
60	*Mauekprasad*	31	British Indian padow	Do. 27th	Broach	Bombay	Moura, value R1,250
61	*Alimadat*	50	Native craft	Do. do.	Porbandar	Malabar	Stones, value R150
62	*Kurrimshye*	67	British Indian dinghy	Sept. 2nd	Kurrachee	Busra	Coal, value R950
63	*Vijtiprasad*	37	Native craft	Do. 4th	Balimora	Calicut	Rice and rope twine, value R2,108-8.
64	*Laxminarayan Shudda Prasad.*	19	British Indian lateen	Do. do.	Broach	Bombay	Jowar, bajri, and wheat, value R1,200.
65	*Verisal*	150	Native craft	Do. 6th	Porbandar	Busrah	No cargo
66	*Padaruth*	43	Do.	Do. do.	Kurrachee	Porbandar	Sugar, gram, kerosine oil, value R3,102.
67	*Kataopasa*	39	Do.	Do. 10th	Mundra	Cutch	Cotton, cloth, empty casks, and sacks, value R4,900.
68	*Bhawani*	13	British Indian muchwa	Do. 23rd	Anjanvel	Calicut	Paddy, value R270
69	*Lakhmiprasad*	13	Do. coasting craft	Do. 25th	Bombay	Surat	Cotton twist, iron squares, China crackers, earthenware, etc., value not reported.
70	*Kristnapersad*	27	Do. padow	Nov. 27th	Do.	Broach	Cocoanuts, value not reported.
71	*Ramprasad*	27	Do. do.	Dec. 3rd	Do.	Bhavnagar	Copra, oil cakes, rice, sugar, dates, iron, glass ware, coir and earthen-ware, value R4,000.
72	*Yan Shin*	78	British Burman kattoo.	Do. 15th	Tavoy	Rangoon	Dhance leaves, value R350. Planks (kadub), value R30.

Waters during the year 1892—concluded.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Koord in the Navanagar State	Gulf of Cutch	Grounding. Heavy weather	None lost	...
Opposite Conolly's hill, 3 miles north of the Calicut light-house.	Malabar coast	Do. Tides and currents	Do.	Cargo partially lost and partly damaged.
Outer roads, Cochin harbour	Do. do.	Fire.—Unknown	Do.	Do. do.
Near Reef island in the Tavoy river	Burma do.	Capsized. Heavy weather	5 lives lost	Cargo all lost.
On the beach, 1½ miles south of the Beypore river	Malabar do.	Stranding. Do.	None lost	Cargo partially lost and partly damaged.
In the port of Ghogal, a sub-port of Bankot	Bombay do.	Do. Do.	1 life lost	Do. all lost.
Achra creek	Do. do.	Do. Do.	None lost	Do. partially lost.
On a sand bank in the port of Malwan	Do. do.	Do. Tides and currents	Do.	None lost.
Do. do.	Do. do.	Do. Do.	Do.	...
Do. do.	Do. do.	Do. Heavy weather	Do.	None lost.
On a rock in the port of Anandwadi	Do. do.	Do. Do.	Do.	Do.
On a rock in the port of Paj	Do. do.	Do. Do.	Do.	...
Port of Ratnagiri	Do. do.	Foundering. Do.	1 life lost	Cargo partially lost and partly damaged.
In the Gular creek, a sub-port of Ratnagiri	Do. do.	Stranding. Do.	None lost	...
On the rocks at the mouth of the Mirwa creek	Do. do.	Do. Do.	Do.	...
On a rock on the Karanja creek	Do. do.	Do. Do.	Do.	Cargo all lost.
Kangali chur, on the way to Naraingunge	Chittagong coast	Capsized. Do.	Do.	...
Near the Custom House at Powai	Bombay do.	Stranding. Tides and currents	Do.	...
Jellingham channel	Hooghly river	Grounding. Alteration in the bed of the channel.	15 lives lost	Cargo all lost.
On a sand bank, 3 miles south of the Tapti light	Gulf of Cambay	Stranding. Heavy weather	3 lives lost	Do. do.
At anchor in the port of Porbandar	Kathiawar coast	Do. Do.	None lost	Do. do.
About 100 miles to the south-west of Kurrachee harbour.	Sind coast	Collision with another dinghy.—Error of the Tindal.	2 lives lost	Do. do.
At the mouth of the Umbica river	Gulf of Cambay	Foundering.—Unknown	21 lives lost	Do. do.
Do. do.	Do. do.	Do. Heavy weather	None lost	Do. do.
On the rocks in the port of Porbandar	Kathiawar coast	Stranding. Tides and currents	Do.	..
At Oddar, about 3 miles from the port of Porbandar.	Do. do.	Do. Heavy weather	Do.	Cargo all lost.
On the rocks in Nora Tappoo	Gulf of Cutch	Do. Tides and currents	Do.	Cargo partially lost and partly damaged.
On the rocks between Asgoli and Palset	Bombay coast	Do. Do.	Do.	Cargo all lost.
On a sand bank in the Tapti river	Gulf of Cambay	Do. Do.	Do.	Do. do.
Sunk Rock light-house	Bombay coast	Collision with the *Clan Fraser*, the pilot-vessel not exhibiting lights.	1 life lost	Do. do.
4 miles from the Wazira light	Gulf of Cambay	Sprung a leak.—Tides and currents	No life lost	Do. do.
Off the southern Moscows	Burma coast	Do. Old and rotten	Do.	Cargo partially lost and partly jettisoned.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1892.

JANUARY.

1. **Sultan Secunder.**—A British wooden brig, of Porto Novo; 216 tons register; official number not given; age, 31 years; bound from Moulmein to Tondi *viâ* Porto Novo; cargo, timber; crew 18 men.

This vessel left Moulmein on the 6th January, and about 9 P.M. of the 8th idem she encountered a strong gale of wind; and the next day it was discovered that she had sprung a leak underneath the timber cargo, abaft the main mast on the port side. The pumps were used until it was found impossible to keep the water out. She then gradually filled and became water-logged, and was ultimately abandoned at 2 P.M. of the 9th January when in Lat. 15° 40′ N., Long. 96° 7′ E., gulf of Martaban. The cargo was all lost, value, ₹10,000. No life lost. The value of the vessel is estimated at ₹4,000.

A Court of Enquiry held to investigate the circumstances were of opinion that, so far as the evidence went, there was nothing to show how the leak arose, and there was nothing apparently to arouse suspicion. It could only be assumed that the ship was old, but there is no evidence that blame attaches to any one.

A Notice to Mariners has been issued warning navigators to keep a good look out, as the derelict is drifted with the tides with topsails and foresail set.

2. **Salamati.**—A British Indian lateen, of Jaffrabad; 15 tons register; official number, age, and class unknown; from Koliwada, a sub-port of Bassein, to Jaffrabad, with three passengers (one adult, one female, and one girl); no cargo; crew 6 men.

Encountered strong adverse winds at 7 P.M. of the 14th January, which drove her on the rocks at the entrance of the Bassein creek, three-fourths of a mile from the Dharavi hill, Bombay coast, and sank her. One adult and a girl were lost. The 6 crew and the female passenger were picked up by a fishing boat that was passing by.

3. **Mahomed Bux.**—A British Indian dhoney, of Masulipatam; 231 tons register; official No. 40; age; 37 years; not classed; bound from Kristnapatam to Masulipatam in ballast; crew 28 men.

Encountered unfavourable winds whilst crossing the Kellern bar at Kristnapatam, Madras coast, at 10 A.M. of the 14th January, and, as the anchor would not hold, the vessel took the ground and went to pieces. Value ₹10,000. No life lost.

4. **Ganesh Prasad.**—A British Indian galbut, of Ratnagiri; 25 tons register; official No. 11231; age 6 years; from Belikeri to Bombay; cargo, firewood, value ₹300; crew 6 men.

Encountered strong winds at about 9 P.M. of the 22nd January near the Alibag fort at the entrance of the creek, Bombay coast, and the vessel becoming unmanageable drifted on to a rock and was broken up. Cargo all lost. No life lost. The value of the vessel is estimated at ₹900.

FEBRUARY.

5. **Deccan.**—A British screw steamer, of Bombay; 2,022 tons register; official No. 60889; age 24 years; not classed; from Mauritius (Port Louis) to Bombay; cargo, sugar and oil; 124 passengers and a crew of 90 men.

The *Deccan* left Mauritius at 7 P.M. of the 9th February, and ought to have arrived at Bombay on the 23rd idem, but, owing to a terrific cyclone having burst over the island two days afterwards, she is supposed to have met that cyclone in the Indian Ocean and to have foundered with all on board. Two hundred and fourteen lives are reported to have been lost.

MARCH.

6. Surajprasad.—A British Indian lateen, of Umbergaon; 41 tons register; official No. 505; classed as a country craft; age unknown; bound from Broach to Mora with a cargo of mowra flowers, valued at ₹1,200; crew 9 men.

Whilst out at sea at 10 A.M. of the 4th March, this vessel encountered strong winds and a high sea when about 6 miles from Gungawada, a sub-port of Dahanu, Bombay coast, and having shipped a large quantity of water she sank with all her cargo. The crew, who were clinging to logs of wood, were taken up by a vessel passing by.

7. Ladki.—A British Indian lateen, of Malwan; 16 tons register; official No. 2900; age 14 years; classed as a Malwan boat; bound from Vingorla to Bombay; cargo, ground nuts, hemp (raw), cocum, gunny bags, value ₹2,291-8; crew 5 men.

This vessel, whilst coming out of the creek at Surjicote, a sub-port of Malwan, Bombay coast, encountered adverse winds, and being driven upon a rock her hull gave way and she was finally lost at 10 A.M. of the 5th March. The value of the vessel is estimated at ₹350. Cargo lost, value ₹1,988-8; damaged ₹97. No life lost.

8. Bengal.—A British iron ship, of Liverpool; 1,244 tons register; official No. 60040; age 24 years; bound from Liverpool to Calcutta; cargo, salt; value not reported; crew 25 men.

This vessel left Liverpool on the 16th November 1891, and at 2-30 P.M. of the 22nd March following land was sighted; at 9-30 P.M. the Puri light was in view, and the Master mistaking this for the Ridge light steered E. by S. for six hours; sailing about four or five knots. At 3 A.M. of the 23rd March he changed his course to N.-E. ½ E., and continued that course until a little after 8 A.M.; he then changed his course again to North, and continued that course until 8-30 P.M., when the vessel struck on Long Sand, to the west of Palmyra shoal, Orissa coast, and was abandoned. The crew were all saved by the Port Department boats; but the vessel finally broke in two, and became a total loss with all her cargo. Value not reported.

A Marine Court of Enquiry held to investigate into the circumstances framed three charges against the Master, of negligence in the navigation of his vessel several hours previous to the accident, to all of which he pleaded guilty; and the Court, taking into consideration that Shortt's island light was not marked on the Master's chart, or in the Light book, through no negligence of his, suspended his certificate for a period of twelve calendar months from the 23rd March 1892, the date on which the ship struck. The Master requested that his certificate may be sent to the Board of Trade in London.

9. King Hing Lee.—A Chinese wooden junk, of Penang; 600 tons register; official number, age, and class not known; bound from Acheen to the Nicobars; cargo, mother-o'-pearl shells, kopra, and split cane; crew 24 men.

Encountered a cyclone, on the night of the 23rd March, near the entrance to Expedition harbour, on the west coast of Camorta island, Nicobars. The vessel was driven ashore and totally wrecked, a portion only of the cargo being saved. No life lost.

10. **Sakhari.**—A British Indian lateen, of Bassein; 8 tons register; official No. 3226; age 38 years, classed as a country craft; bound from Agashi to Vessawa; cargo, hemp, value R360; crew 5 men.

This vessel, whilst at anchor at the entrance of the Vesava creek, Bombay coast, broke adrift on the night of the 27th March, and having struck against the rocks was dashed to pieces. The whole of the cargo was lost. The crew saved themselves by swimming to the shore. Value of the vessel not reported.

APRIL.

11. **Albely.**—A British Indian craft, of Kurrachee; 23 tons register; official No. 1542 F. C.; age 23 years; bound from Jhaglis to Mandvi; cargo, rice, value R1,400; crew 4 men.

This vessel, being old and unseaworthy, sprung a leak 4 miles off Jhaglis, Sirganda creek, Sind coast, and was totally wrecked on the 9th April. Value of the vessel R1,200. The cargo was partially lost, value R125, and partly damaged, value not reported. No life lost.

12. **Mahaluxmi.**—A British Indian pattimar, of Thana; 80 tons register; official No. 6142; age not known; not classed; from Cochin to Cannanore; cargo, rice, packing mats, empty boxes, etc., value R1,617; crew 15 men.

This vessel, whilst entering the inner anchorge of the port of Cannanore, Malabar coast, borrowed too close to the rocks at Fort point, and having stranded on the outlaying reef broke to pieces at 6 P.M. of the 11th April. The value of the vessel is estimated at R1,500. Cargo lost, value R455; damaged R1,159. No life lost.

13. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri; 40 tons register; official No. 8202; age 36 years; bound from Bombay to Ratnagiri with a crew of 8 men; no cargo.

Stranded on a shoal at the entrance of the Nira creek, Bombay coast, owing to high seas, where she was broken to pieces and finally lost at 9 A.M. of the 14th April. The value of the vessel is estimated at R250. No life lost.

14. **Mahomed Bux.**—A British Indian dhoney, of Tuticorin; 75 tons register; official number not reported; age 5 years; not classed; bound from Tuticorin to Kayalpatnam with a crew of 10 men; no cargo.

Whilst anchored in the inner harbour of Kayalpatnam, gulf of Manar, about 50 yards from the shore, she took fire at 10 P.M. of the 17th April, and was completely destroyed. The fire is supposed to be the work of an incendiary, and is due to negligence on the part of the crew in not being on board. The value of the vessel is estimated at about R6,000. No life lost.

15. **Dowlat Prasad.**—A British Indian pattimar, of Ratnagiri; 38 tons register; official No. 11355; age not known; not classed; bound from Ponani to Ratnagiri with a crew of 10 men; no cargo.

The pattimar was lying at anchor in 3 fathoms of water, outside the bar, at the entrance to the Ponani river, Bombay coast, and at midnight of the 22nd April she encountered very squally and unsettled weather, with a rough sea, which caused her to lay broadside on to the sea. Being light, with only 4 or 5 tons of sand ballast, she capsized, broke to pieces, and ultimately became a total wreck. Value of the vessel R1,200. The crew saved themselves by getting into another vessel that was close by.

16. **Salamati.**—A British Indian batela, of Cutch; 74 tons register; official No. 1162; age not known; bound from Mangalore to Bombay; cargo, tiles, value R540; crew 7 men.

Encountered strong winds and high seas at the entrance to the Purngad creek, Bombay coast, at 2 P.M. of the 25th April, and having sprung a leak she

foundered and was totally lost. Value R2,000. Cargo entirely lost. No life lost.

MAY.

17. **Mahadeoprasad.**—A native craft, of Veraval; 28 tons register; official number not known; age 12 years; not classed; bound from Veraval to Bombay; cargo, onions; crew 6 men.

Encountered cyclonic weather when about 1 mile distant from Mandvi, Kathiawar coast, and became unmanageable. A portion of her cargo was jettisoned to lighten her, but having struck on a rock she went to pieces at 7 A.M. of the 1st May. Value R600. The cargo was all lost, value R350. No life lost.

18. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri; 25 tons register; official No. 5378; age 71 years; from Bombay to Ratnagiri with a crew of 7 men; no cargo.

This vessel, whilst entering the creek of Nira, a sub-port of Ratnagiri, was driven against the shore by the force of the wind, sprung a leak, and broke to pieces at 2 P.M. of the 1st May. No life lost.

19. **Trikamprasad.**—A native craft, of Porbandar; 73 tons register; official No. 86; age 7 years; classed as a kotia; was anchored at the port of Porbandar; cargo, castor seeds and empty casks, valued at R2,098; crew 5 men.

Encountered the cyclonic weather which visited the Kathiawar coast at 6 A.M. of the 1st May, and was dashed to pieces against the rocks. The value of the vessel is estimated at R4,000; cargo lost, value R1,348; damaged R750. No life lost.

20. **Naranprasad.**—A native craft, of Porbandar; 80 tons register; official No. 59; age 20 years; classed as a kotia; was anchored in the port of Porbandar; cargo, wheat, valued at R1,012; crew 9 men.

This vessel was dragged against the shore during the storm which visited the coast of Kathiawar at 6 P.M. of the 1st May, and was finally broken to pieces. The value of the vessel is estimated at R6,000; cargo lost, value R1,002; damaged R10. No life lost.

21. **Ruparel.**—A native craft, of Daman; 13 tons register; official number not known; age 6 years; classed as a padow; bound from Jakhaoo to Daman; cargo, fishes, nets, and R20 in cash; total value R920; crew 9 men.

Encountered the storm that visited the Kathiawar coast at 10 A.M. of the 1st May, and was dashed to pieces against the rocks in the port of Porbandar. The value of the vessel is estimated at R920. The cargo was all lost. No life lost.

22. **Laxmipasa.**—A native craft, of Junagadh; registered tonnage and official number not known; age 5 years; bound from Porbandar to Bhavnagar; cargo, stones, value not known; crew 3 men.

This vessel when near the creek of Gosa, in Porbandar, encountered the storm which visited the Kathiawar coast on the 1st May, and being unable to resist the force of the heavy waves she foundered, and two out of three of the crew were drowned. Value of the vessel R500. Cargo all lost.

23. **Gulalio.**—A native craft, of Porbandar; 99 tons register; official No. 75; age 8 years; classed as a kotia; was at anchor in the port of Porbandar; cargo, wheat, bajra, castor seeds, cotton, jowar, and stones, value R15,369; crew 8 men.

Encountered the cyclonic weather which visited the coast of Kathiawar at 8 P.M. of the 1st May, and being driven against the rocks was dashed to pieces. Value R6,000. Cargo lost, value R14,000; damaged R1,400. No life lost.

24. **Daria Dolat.**—A native craft, of Porbandar; 71 tons register; official No. 120; age 22 years; classed as a kotia; was at anchor in the port of Porbandar; cargo, castor seed, jowar, and stones, value R1,962; crew 4 men.

This vessel was driven ashore during the cyclone that visited the Kathiawar coast at 8 A. M. of the 1st May, and was dashed to pieces against the rocks. Value R2,500. Cargo lost, value R1,462; damaged R500. No life lost.

25. **Fateh Karim.**—A native craft, of Porbandar; 62 tons register; official No. 99; age 13 years; bound from Malabar to Porbandar; cargo, beams, planks, and blocks of wood, valued at R800; crew 7 men.

This vessel was lying at anchor in the port of Porbandar, ready to discharge her cargo, when she was overtaken by the storm that visited the Kathiawar coast on the 1st May, and being driven against the rocks was dashed to pieces. Value R4,000. Cargo lost, value R200; damaged about R600. No life lost. The vessel was not insured.

26. **Sugalprasad.**—A native craft, of Porbandar; 84 tons register; official No. 59; age not known; bound from Calicut to Porbandar; cargo, turmeric, betel-nuts, and cocoanuts, value R5,608-8; crew 7 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven ashore was dashed against the rocks and broken to pieces. Value of the vessel R6,000. Cargo lost, value R2,500; damaged R50. No life lost.

27. **Hariparsad.**—A native craft, of Navibandar; 72 tons register; official No. 1; age 15 years; classed as a kotia; bound from Kurrachee to Porbandar; cargo, oil and gram, value R230; crew 8 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven ashore was dashed against the rocks and broken to pieces. The value of the vessel is estimated at R4,000; cargo lost, value R181; damaged R49. No life lost.

28. **Mahadeoprasad.**—A native craft, of Porbandar; 30 tons register; official No. 112; age 17 years; classed as a kotia; at anchor in the port of Porbandar; cargo, wheat and stones, value R1,140; crew 5 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven ashore was broken to pieces. Value of the vessel R1,500. Cargo lost, R1,100; damaged R40. No life lost.

29. **Harsingar.**—A native craft, of Porbandar; 25 tons register; official No. 5; age 6 years; classed as a batel; at anchor in the port of Porbandar; cargo, cotton, stones, and clarified butter, value R6,711; crew 5 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven ashore against the rocks was dashed to pieces. Value of the vessel R1,500. Cargo lost, value R5,300; damaged R1,400. No life lost. The vessel was insured for R500.

30. **Khatowpasa.**—A native craft, of Porbandar; 38 tons register; official number and age not reported; classed as a batel; bound from Calicut to Kurrachee; cargo, jungle wood, planks, beams, coir yarn, etc., value R1,200; crew 5 men.

Capsized and sunk opposite Chobari, in the port of Porbandar, during the cyclone that visited the coast of Kathiawar on the 1st May. Value of the vessel R1,200. Cargo lost, value not reported; saved, value R150. Two of the crew were drowned.

31. **Davalprasad.**—A native craft, of Porbandar; 42 tons register; official No. 31; age not reported; classed as a kotia; at anchor in the port of Porbandar; cargo, stones, jowar, cotton, value not reported; crew 5 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven against the rocks was dashed to pieces. Value of the vessel not stated. Cargo to the value of R800 was saved in a damaged condition, the rest being totally lost. No life lost.

32. **Hariprasad** *alias* **Kontoro.**—A native craft, of Porbandar; registered tonnage, official number, and age not reported; classed as a ganja; bound from Calicut to Porbandar; cargo, cocoanuts, coir yarn, treacle, timber, beams, etc., value R1,500; crew 6 men and a boy.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being driven against the rocks near Oddar, in the port of Porbandar, was dashed to pieces. Cargo lost, value R1,150; damaged R350. The value of the vessel is estimated at R3,000. Two lives lost.

33. **Alimadat.**—A native craft, of Veraval; registered tonnage, official number, and class not reported; age 6 years; was at anchor in the Veraval harbour; crew 8 men; no cargo.

This vessel, whilst at anchor in the Veraval harbour, encountered the cyclone that passed over the Kathiawar coast at 7 A.M. of the 1st May, and was totally wrecked. Value R2,500. No life lost.

34. **Sugalpacha.**—A native craft, of Veraval; 42 tons register; official No. 11; age 15 years; bound from Bombay to Veraval with a crew of 6 men; no cargo.

This vessel, whilst at anchor in the Veraval harbour, encountered the cyclone that passed over the Kathiawar coast at 7 A.M. of the 1st May, and being driven ashore was totally wrecked. Value R1,000. No life lost. The vessel was insured for R900.

35. **Fezal Kurim.**—A native craft, of Veraval; 95 tons register; official No. 4; age 12 years; bound from Bombay to Veraval with a crew of 9 men; no cargo.

This vessel, whilst at anchor in the Veraval harbour, was drifted by the cyclone that visited the Kathiawar coast on the 1st May on to a rock near the Veraval light-house, and was totally wrecked. Value R3,500. No life lost.

36. **Mahadeopasa.**—A native craft, of Cutch Mandvi; 88 tons register; official number and class not reported; age 7 years; bound from Calicut to Mandvi; cargo, bamboos, planks, rafters, etc., value not known; crew 9 men.

Encountered cyclonic weather and high seas in the port of Navibandar, Kathiawar coast, at 6 A.M. of the 1st May, and was broken to pieces. Value R4,200. Cargo partially lost and partly damaged; value not reported. No life lost.

37. **Daria Dowlat.**—A native craft, of Daman; 62 tons register; official No. 247; age 25 years; bound from Bulsar to Navibandar; cargo, teak wood timber, rafters, sajad wood, bamboos, etc., value R1,400; crew 13 men.

Encountered cyclonic weather and high seas in the Navibandar creek, Kathiawar coast, at 8 A.M. of the 1st May, and was completely wrecked. Value R2,500. Cargo to the amount of R200 was lost. Two lives lost.

38. **Fateh Khair** *alias* **Shah Alum.**—A native craft, of Veraval; 117 tons register; official No. $\frac{5}{41}$; age 8 years; not classed; from Veraval to Bombay; cargo, cotton, jowar, and castor seed; value not reported; crew 12 men.

Stranded between Hirokot and Sutropada during the cyclone which visited the coast of Kathiawar at 6 A.M. of the 1st May and was totally wrecked. The value of the vessel is estimated at R8,000. The cargo was saved. No life lost.

39. **Salamati.**—A native craft, of Veraval; 116 tons register; official No. 21; age 20 years; not classed; bound from Veraval to Bombay; cargo, cotton, castor seeds, wheat, etc.; value not known; crew 12 men.

Stranded near the Veraval harbour during the cyclone which visited the Kathiawar coast at 7 A.M. of the 1st May and was totally lost. The value of the vessel is estimated at ₹5,000. Cargo partially lost. Value ₹15,238-2-6. No life lost.

40. **Vithalpasha.**—A native craft, of Veraval; 90 tons register; official number not known; age 15 years; bound from Kurrachee to Veraval; cargo, rice, gram, dhal, and match boxes; crew 9 men.

This vessel, after taking in cargo at Kurrachee, was returning to Veraval, but before reaching her destination she encountered the cyclone which visited the coast of Kathiawar on the 1st May, and having stranded on the sea shore east of the Veraval Observatory was dashed to pieces and became a total wreck. Cargo to the value of ₹4,466-8 was lost and about ₹561 was saved. No life lost.

41. **Dolatpasa.**—A native craft, of Cutch Mandvi; 12 tons register; official number, age, and class not reported; bound from Mandvi to Karachi with a crew of 5 men; no cargo.

Grounded at Koord in the Navanagar State, gulf of Cutch, owing to unfavourable winds and a heavy sea, and broke to pieces at 8 A.M. of the 1st May. Value of the vessel estimated at ₹1,100. No life lost.

42. **Eswantee.**—A British Indian pattimar, of Bombay; 62 tons register; official No. 2671, age 33 years; not classed; bound from Badargode to Calicut; cargo, salt, value ₹7,776; crew 14 men.

Grounded in 6 feet low water opposite Connolly's hill, 3 miles north of the Calicut Lighthouse, Malabar coast, where a portion of her cargo was being discharged; but before it could be completed a ground surf set in, at midnight of the 2nd May, and the vessel, being old and worn out, broke in pieces. Value unknown. Cargo lost, value ₹5,467; damaged ₹1,077. No life lost.

43. **Adolf.**—A Swedish wooden barque, of Strömstadt; 633 tons register; no official number; age 19 years; classed at Bureau Veritas A i; bound from Akyab to New York; cargo, cocoanut oil and general merchandize, value ₹1,08,000; crew 12 men.

Whilst lying on the outer roads, Cochin, Malabar coast, the main hatch of the vessel was discovered to be on fire at 11-30 P.M. of the 22nd May. The crew tried to put it out, but without success. As soon as it was daylight the Port authorities went on board to render assistance, but as it was found that the fire had got too great a hold on the vessel she was run ashore on the coast, 3 miles south of Cochin, where she became a total wreck. Value unknown. The vessel was insured for £4,300. Cargo lost and damaged, value ₹1,08,000. No life lost.

44. **A Boat** (no name).—A British Burman kattoo, of Tavoy; 9 tons register; official number not reported; age 5 years; classed as a native craft; bound from Tavoy to Mergui; cargo, salt, valued at ₹105, and earthen pots, valued at ₹100; crew 6 men.

Capsized and sunk in the Tavoy river, near Reef island, Burma coast, at 6 A.M. of the 23rd May, owing to bad weather and a strong tide. Cargo all lost. Five lives lost; only one man of the crew managed to save himself by swimming to one of the adjacent islands. Value of the vessel estimated at ₹500.

45. **Palki.**—A native craft, of Cutch; 145 tons register; official No. 1940; age 6 years; not classed; bound from Calicut to Cutch; cargo, jaggery, coir yarn, and wood, valued at ₹1,820; crew 11 men.

Stranded on the beach 1½ miles south of the Beypore river, Malabar coast, at noon of the 30th May, owing to a rough sea and squally weather. She became dismasted and lost her spars, rigging, and sails; the rudder also having become damaged and unserviceable she drifted ashore and broke to pieces. Value

R10,000. Cargo partially lost, value not reported; damaged, value R1,627. No life lost.

46. **Dungi Pattan.**—A British Indian lateen, of Kurrachee; 70 tons register; official No. 87; age not known; bound from Mangalore to Kurrachee; cargo, Mangalore tiles, value R945; crew 9 men.

This vessel was at anchor in the port of Ghogal, a sub-port of Bankot, Bombay coast, on the night of the 31st May, and being caught in a cyclone her anchor ropes snapped, and she was driven on to a rock and dashed to pieces. Cargo all lost. One life lost; the others came ashore with the aid of bamboos.

47. **Hariprasad.**—A British Indian pattimar, of Bombay; 89 tons register; official No. 2996; age not known; from Cochin to Bombay; cargo, oil copra, ropes, and coir yarn; value not known; crew 18 men.

The vessel was on her way to Bombay, and having encountered cyclonic weather entered the Achra creek for shelter, where she stranded on a sand bank and broke to pieces at noon of the 31st May. The value of the vessel is estimated at R3,000. The value of the cargo lost could not be ascertained. No life lost.

48. **Ramchodprasad.**—A British Indian ganja, of Cutch; 121 tons register; official No. 1868; age not known; from Calicut to Cutch Mandvi; cargo, ropes and coir yarn, value R353; crew 10 men.

Stranded on a sand bank in the port of Malwan, Bombay coast, at 11 A.M. of the 31st May, and ultimately broke to pieces. Value estimated at R7,000. No loss of cargo. No life lost.

49. **Fatekher.**—A British Indian batel, of Bombay; 80 tons register; official No. 4539; age not known; from Calicut to Cutch with a crew of 8 men; no cargo.

Stranded on a sand bank in the port of Tondeoli, a sub-port of Malwan, on the 31st May, and was broken to pieces. The value of the vessel is estimated at R2,000. No life lost.

50. **Padaruth.**—A British Indian ganja, of Cutch Mandvi; 72 tons register; official No. 2145; age not known; bound from Calicut to Cutch Mandvi; cargo, teak wood, bamboos, etc.; value R309; crew 7 men.

Encountered strong adverse winds at 10 A.M. of the 31st May, and was totally wrecked on a sand bank whilst entering the creek at Kolumb, a sub-port of Malwan, Bombay coast, for shelter. The value of the vessel is estimated at R1,500. No loss of cargo. No life lost.

51. **Khataoprasad.**—A British Indian ganja, of Jodia; 77 tons register; official No. 10; age 11 years; bound from Calicut to Jamnagar with a crew of 8 men; no cargo.

This vessel was at anchor in the port of Devgad at 4 P.M. of the 31st May, and being caught in a cyclone her anchor rope gave way, and she was driven on a rock in the port of Anandwadi, where she was dashed to pieces. Value R3,000. No loss of cargo. No life lost.

52. **Bhawani.**—A British Indian muchwa, of Bankot; 8 tons register; official No. 4664; age 45 years; from Bombay to Harnai with a crew of 6 men; no cargo.

Encountered stormy weather whilst on her way to Harnai, and in making for the Anjarla creek she was driven on a rock in the port of Paj at 11 A.M. of the 31st May, where she was wrecked and finally lost. No life lost.

JUNE.

53. **Hariprasad.**—A British Indian pattimar, of Thana; tonnage not reported; official No. 6162; from Ponani to Bombay; cargo, cocoanuts and mangoes, value R3,800; crew 17 men.

Encountered cyclonic weather whilst entering the port of Ratnagiri, Bombay coast, at 1 A.M. of the 1st June, and being filled with water she sank and was entirely lost. Value ₹4,000. Cargo lost, value ₹1,800; damaged ₹900. No life lost.

54. **Watal.**—A British Indian muchwa, of Revdanda; 30 tons register; official No. 48; age not known; from Marmagoa to Bombay with a crew of 12 men; no cargo.

This vessel was proceeding to Bombay, and having encountered stormy weather on the way entered the Gula creek, a sub-port of Ratnagiri, Bombay coast, where she was driven on a rock by the force of the wind and dashed to pieces at 1 A.M. of the 1st June. Value ₹1,400. No life lost.

55. **Jaiprasad.**—A British Indian lateen, of Umersari; 15 tons register; official No. 2101; age 27 years; classed as a country craft; bound from Merwa to Umersari with a crew of 6 men; no cargo.

Encountered a strong gale of wind at sunrise of the 2nd June, which drove the vessel on the rocks at the mouth of the Merwa, a branch of the Manori creek, Bombay coast, where she was dashed to pieces and became a total wreck. Value ₹600. No life lost.

JULY.

56. **Yeshwanti.**—A British Indian muchwa, of Alibag; 6 tons register; official No. 405; age not known; classed as a country craft; bound from Rewas to Bombay; cargo, fish, valued at ₹15; crew 8 men.

Stranded against a rock in the Karanja creek, Bombay coast, at noon of the 13th July, owing to strong winds, and, as she shipped water, she was abandoned and ultimately went to pieces. Value ₹400. Cargo all lost. No life lost.

57. **Nutherwoolie.**—A British Indian wooden brig; port of registry not reported; 206 tons register; official number not reported; age 30 years; bound from Chittagong to Naraingunge, with a crew of 13 men; no cargo.

This vessel was on her way to Naraingunge in soft mud ballast, and had not got far out of the river mouth when she encountered high winds and a rough sea, and having dragged her anchors up to Kangali chur, Chittagong coast, she was capsized and totally lost at 10 A.M. of the 24th July. No life lost.

58. **Hydroos.**—A British Indian munji, of Tellicherry; 24 tons register; official No. 8; not classed; was anchored on the river bank near the Custom House at Ponani.

This vessel having been hauled upon the beach and dismantled for the monsoon was carried away by the river freshets on the bar, near the Custom House at Ponani, where she stranded and became a total wreck at midnight of the 24th July. Value of the vessel ₹150. No life lost.

AUGUST.

59. **Anglia.**—A British screw steamer, of Glasgow; 2,120 tons register; official No. 96023; age 4 years; class 88—100; bound from Calcutta to London with a general cargo, 8 passengers, and a crew of 39 men.

This vessel was proceeding down the Hooghly river under pilotage charge at 3-45 P.M. of the 24th August, when in crossing the Jellingham channel she touched a sand patch, capsized, and sank. Cargo all lost. Fifteen lives lost.

A Court of Enquiry held under section 7, Act V of 1883 (The Indian Merchant Shipping Act), to enquire into the circumstances attending the loss of the *Anglia*, considered that the Pilot had acted with all prudence, and

should be absolved from all blame attaching to this unhappy catastrophe; and also that no blame can be imputed to those in charge of, or on board, that vessel for the loss of life occasioned in the accident.

His Honor the Lieutenant-Governor of Bengal however was unable to accept the finding of the Court, but did not consider that any further action on his part was necessary beyond this expression of disapproval.

60. **Manekprasad.**—A British Indian padow, of Surat; 31 tons register; official No. 3945; age 27 years; classed as a country coasting vessel; from Broach to Bombay; cargo, mowra, value R1,250; crew 9 men.

Encountered rough weather at 9 P.M. of the 27th August, and was driven on to a sand bank 3 miles to the south of the Tapti light, gulf of Cambay, where she stranded and ultimately broke to pieces. Value R1,500. Cargo all lost. The tindal and two khalassies were drowned; the other six saved themselves by means of a raft.

61. **Alimadat.**—A native craft, of Porbandar; 50 tons register; official No. 74; age 5 years; classed as a kotia; from Porbandar to Malabar; cargo, stones, value R150; crew 6 men.

This vessel was at anchor in the port of Porbandar, Kathiawar coast, and, preparatory to proceeding on her voyage, she was overtaken by a storm at 4 A.M. of the 27th August. Owing also to high waves and a rough sea her anchor chain gave way, and she was drifted on to the rocks and dashed to pieces. Value R1,400. The cargo was all lost. No life lost. The vessel was insured for R625.

SEPTEMBER.

62. **Kurrimshye.**—A British Indian dinghy, of Kurrachee; 67 tons register; official No. 259; age 11 years; classed as a coasting craft; bound from Kurrachee to Busrah; cargo, coal, value R950; 4 passengers and a crew of 13 men.

This vessel was one of a company of three dinghies proceeding through Kurrachee harbour at 10 P.M. of the 2nd September, and when about 100 miles to the south-west the tindal of one of them having changed his course ran into her and sank her. Cargo all lost. Two lives lost.

63. **Vijtiprasad.**—A native craft, of Bilimora; 37 tons register; official No. 7; age 2 years; classed as a country coasting vessel; bound from Bilimora to Calicut; cargo, rice and rope twine, value R,2108-8; crew 11 men.

This vessel is reported to have been lost on the 4th September at the mouth of the Ambika river, gulf of Cambay, with all her cargo, and all the crew having been drowned. No further particulars have been furnished. The value of the vessel is estimated at R1,200.

64. **Laxminarayan Shudda Prasad.**—A British Indian lateen, of Surat; 19 tons register; official No. 4211; age 51 years; classed as a country coasting vessel; bound from Broach to Bombay; cargo, jowar, bajra and wheat, value R1,200; crew 7 men.

This vessel, after leaving the Nerbudda, encountered rough weather, and the tindal to ensure the safety of the vessel entered the Ambika river and anchored in 3 fathoms: the hawser connecting the anchor having broke, she gave a list to one side, filled with water, and sank at 8 P.M. of the 4th September. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at R500.

65. **Verisal.**—A native craft of Porbandar; 150 tons register; official No. 60; age 4 years; bound from Porbandar to Busrah; crew 13 men; no cargo.

This vessel sailed from Porbander to Busrah on the 25th August, and having encountered severe weather on the way was dismasted and had to return to Porbandar to be equipped with a new mast. But before this could be done,

she was carried away by the force of high waves and a rough sea against the rocks in the port of Porbandar, Kathiawar coast, and was dashed to pieces at 3 A.M. of the 6th September. The value of the vessel is estimated at ₹10,000. No life lost.

66. Padaruth.—A native craft, of Cutch Mandvi; 43 tons register; official No. 1628; age 11 years; bound from Kurrachee to Porbandar; cargo, sugar, gram, and kerosine oil, value ₹3,102; crew 8 men.

This vessel encountered very rough weather at 7 P.M. of the 6th September, and having shipped a large quantity of water was driven towards Oddar, about 3 miles from the port of Porbandar, Kathiawar coast, where she was broken to pieces. Value estimated at ₹1,500. Cargo lost, value ₹2,796; damaged ₹306. No life lost.

67. Khataopasa.—A native craft, of Cutch; 39 tons register; official number not reported; age 4 years; bound from Mundra to Cutch; cargo, cotton, value ₹4,400, cloth, value ₹400, empty casks and sacks, value ₹100, aggregating ₹4,900; crew 8 men.

Stranded against the rocks known as the *Burrel Muchloo* in Nora Tappoo, gulf of Cutch, Kathiawar coast, at 6 P.M. of the 10th September, owing to the shallowness of the water, and became a total wreck. The value of the vessel is estimated at ₹3,000. Cargo to the value of ₹3,400 was lost and ₹1,000 damaged. No life lost.

68. Bhawani.—A British Indian muchwa, of Anjanvel; 13 tons register; official No. 6587; age not known; bound from Anjanvel to Calicut; cargo, paddy, value ₹270; crew 6 men.

This vessel, whilst under sail, having got a portion of her keel broken, was returning to Anjanvel for the necessary repairs, when, owing to the force of the wind, she was driven against the rocks between Asgoli and Palset, Bombay coast, and dashed to pieces at 5 P.M. of the 23rd September. Value ₹350. Cargo all lost. No life lost.

69. Lakhmiprasad.—A British Indian coasting craft, of Surat; 13 tons register; official No. 3860; age 29 years; classed as a country coasting vessel; bound from Bombay to Surat; cargo, cotton twist, iron squares, China crackers, earthenware, etc., value not known; crew 6 men.

Stranded on a sand bank in the Tapti river, gulf of Cambay, at 8 P.M. of the 25th September, owing to the force of the tide. Cargo all lost. No life lost.

OCTOBER.

No wrecks reported during this month.

NOVEMBER.

70. Kristnapersad.—A British Indian padow, of Bombay; 27 tons register; official No. 2998; age 32 years; bound from Bombay to Broach; cargo, cocoanuts, value not reported; crew 7 men.

This vessel was sailing out of Bombay harbour at 0-45 A.M. of the 27th November with the wind aft, and not having the regulation lights burning was run down by the *Clan Fraser*, which was coming up the harbour at the same time, and became a total wreck at Sunk Rock light-house, Bombay coast. The cargo was all lost. One life lost. Value of the vessel not reported.

DECEMBER.

71. Ramprasad.—A British Indian boat, of Togo; 27 tons register; official No. 245; age 22 years; from Bombay to Bhavnagar; cargo, copra oil

cakes, rice, sugar, dates, iron, glassware, coir, and earthenware, valued at ₹4,000; crew 8 men.

Sprung a leak about noon of the 3rd December in the gulf of Cambay when about 4 miles from the Wazira light. The boards near the rudder having got loose she shipped a large quantity of water, and having stranded on a sand bank finally broke to pieces. The value of the boat is estimated at ₹2,000. Cargo lost, value ₹3,400. No life lost.

72. **Yan Shin.**—A British Burman kattoo, of Tavoy; 78 tons register; official number not given; age 4 years; classed as a native craft; bound from Tavoy to Rangoon; cargo, dhanee leaves, value ₹350, and planks (kudab), value ₹30; crew 15 men.

This vessel, when about 15 miles off the Southern Moscows, Burma coast, sprung a leak, and while attempts were being made to stop the leakage, her cargo of dhanee leaves having become wet and heavy, she sank at 9 A.M. of the 15th December and was totally lost. Value ₹3,500. Cargo all lost, value ₹380. No life lost.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Loch Broom*	2,075	British four-masted iron ship.	Jan. 3rd.	Calcutta	Dundee	Jute, value unknown
2	*Claverdon*	2,521	Do. iron ship	Do. 5th.	Liverpool	Do.	Jute, value not reported
3	*Earl of Dunmore*	2,205	Do. four-masted steel ship.	Do. do.	At Chittagong.		Jute in bales, value not reported.
4	*Rewa*	2,623	Do. screw steamer	Do. 9th.	Calcutta	London	General; value not reported.
5	*Booldana*	2,134	Do. three-masted screw steamer.	Do. 10th.	Do.	Madras and Colombo.	Rice, value not reported.
6	*Sri Prasanna Malleswar Swamy.*	59	Native craft	Do. 13th.	Balasore	Vizagapatam	Rice, boiled and raw, value R4,213.
7	*Lindula*	2,799	British screw steamer	Do. do.	Calcutta	Malabar coast ports and Bombay.	Rice and gunnies, value not reported.
8	*Ruparel*	9	British Indian lateen	Do. 15th.	Tarapur	Ghoga	Rice, value R600
9	*Genitoria Tarabochia*	770	Austrian wooden barque	Do. 18th.	Madagascar	Mauritius.	Rice, value not reported.
10	*Wave Queen*	313	British wooden barque	Do. do.	Kurrachee	Balasore	In ballast
11	*Euphrates*	500	Do. screw steamer	Do. do.	Tavoy	Rangoon	General; value not reported.
12	*Dalmally*	1,612	Do. do.	Do. 21st.	Bombay	Diamond island	In ballast
13	*Howrah*	...	Do. iron cargo flat	Do. 23rd.	Calcutta	Sannagar	Jute, value not reported
14	*Bandaneira*	4,944	Do. four-masted iron barque.	Do. 25th.	Chittagong	Dundee	Do. do.
15	*Elton*	1,596	Do. screw steamer	Do. do.	Galle	London	Hemp and sugar, value not reported.
16	*Malvern*	1,628	Do. do.	Do. 29th.	London	Coconada	Railway material, value not reported.
17	*Martaban*	1,698	Do. three-masted screw steamer.	Do. 30th.	Glasgow	Rangoon	General; value not reported
18	*Dora*	1,153	Do. screw steamer	Feb. 3rd.	Busrah	London	Do. do.
19	*Sakhari Salamati*	9	British Indian muchwa	Do. 5th.	Antora	Bombay	Firewood, value R87-8.
20	*Franklin*	554	A French wooden barque	Do. 7th.	Reunion	Calcutta	In ballast
21	*Fanashaha*	8	British Indian muchwa	Do. 22nd.	Bombay	Antora	General; valued at R1,486
22	*Bhiru Dowlat Prasad*	47	Native craft	Do. 29th.	Calicut	Bombay	Cocoanuts and bamboo blinds, value not reported.
23	*Banda*	1,992	German screw steamer	March 2nd.	Calcutta	Hamburg	General; value not reported.
24	*Laxeomi*	4	Native craft	Do. 3rd.	Proceeding to sea for fishing purposes.		No cargo
25	*Ramed Mahuli*	10	British Indian lateen	Do. do.	Agashi	Thana	Paddy, valued at R456
26	*Doorgi Prasad*	5	Native craft	Do. 5th.	Tadri	Shirali	Salt, value R162, country cane baskets, value R8. Nagli, value R8, and kunda, value R8.
27	*El Capitan*	1,419	American wooden barque	Do. do.	At Calcutta.		General; value not reported
28	*Nieman*	891	French screw steamer	Do. do.	Do.	Do.	Do. do.
29	*Baron Ardrossan*	4,825	British screw steamer	Do. 23th.	Bombay	Dunkirk	Do. do.
30	*Fateh Kher*	43	Native craft	Do. 24th.	Broach	Porbandar	Cotton seeds, value not reported.
31	*Veerabhadra Swamy*	267	British Indian wooden brig	Do. 26th.	Moulmein	Pondicherry, Madras, and Cocanada.	Timber, value R10,280
32	*Labhusavai*	10	Do. lateen	Do. 27th.	Dantivra	Bhiwandi	Paddy, value R840.
33	*Sonapati*	9	Do. muchwa	Do. 28th.	Karanja	Bombay	Firewood, value R45
34	*Maut Mauli*	43	Do. lateen	Do. do.	Agashi	Do.	Logs of wood, value R80
35	*Janet Cowan*	2,498	Do. four-masted steel ship.	Do. 29th.	Cape Town	Calcutta	In ballast
36	*Darya Dowlat*	21	British Indian mahagiti	April 1st.	Panvel	Bombay	Bricks and tiles, value R35
37	*Baria*	1,976	German screw steamer	Do. 2nd.	Calcutta	Hamburg	General; value not reported.
38	*Luxmi*	7	British Indian muchwa	Do. 3rd.	Bombay	Antora	General; value R2,500

Waters during the year 1892.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
No. 2 Prinsep's ghât moorings	Hooghly river	Fire. Spontaneous combustion	None lost	Cargo partially lost.
Kulpee roads	Do. do.	Loss of anchor and chain. Tides and currents.	Do.	None lost.
No. 4 Swing buoy, Kurnafuli river	Chittagong coast	Fire. Incendiarism	Do.	Cargo partially damaged.
On the Pulicat shoal	Coromandel do.	Grounding. Tides and currents	Do.	None lost.
On the northern arm of the Madras harbour	Do. do.	Do. Defective engines	Do.	Do.
Near Gariabank on the Barubulong river	Orissa do.	Stranding. Tides and current	Do.	Cargo partially damaged.
Garden Reach	Hooghly river	Collision with the wreck of the *Regius*. Accidental.	Four lives lost	Do. do.
Near the entrance of the Dahanu creek	Bombay coast	Stranding. Heavy weather	None lost	Do. partially lost and partly damaged.
H. Swinging buoy, Chittagong river	Chittagong do.	Grounding. Accidental	Do.	None lost.
Lat. 24° N., Long 67° E.	Arabian sea	Damage to engine. Accidental	Do.	Do.
Above Elephant point and Deserter's creek, Rangoon river.	Burma coast	Grounding. Heavy weather	Do.	Do.
Lat. 15° 27′ N., Long. 52° 10′ E.	Indian Ocean	Damage to engine. Error of the Engineer.	Do.	Do.
Nimtollah ghat	Hooghly river	Fire. Unknown	Do.	Cargo partially damaged.
At anchor in the port of Chittagong	Chittagong coast	Do. Do.	Do.	None lost.
Ras Selim, south coast of Arabia	Gulf of Aden	Grounding. Tides and currents	Do.	Do.
Sacramento shoal	Madras coast	Do. Do.	Do.	Do.
Hastings' shoal, Rangoon river	Burma do.	Collision with the Indian Marine steamer *Mayo*. Error of the Pilot.	Do.	Do.
At the Busrah outer bar	Persian gulf	Stranding. Tides and currents	Do.	Cargo partially lost.
Antora creek	Bombay coast	Do. Heavy weather	Do.	None lost.
Hooghly bight	Hooghly river	Grounding. Do.	Do.	...
In the Antora creek, Bombay harbour	Bombay coast	Capsized. Tides and currents	Do.	Cargo partially damaged.
On a rock off the port of Malpe	Malabar do.	Stranding. Do.	Do.	Do. partially lost.
At Atcheepore, abreast of the light-house	Hooghly river	Grounding. Accidental	Do.	None lost.
Near the Parkar rock buoy at Karwar	Bombay coast	Foundering. Heavy weather	Do.	...
Near the Papera rocks, Bassein creek	Do. do.	Capsized. Do.	Do.	Cargo all lost.
At anchor at Alwakadi	Do. do.	Stranding. Do.	Do.	Do. partially lost and partly damaged.
No. 1 Prinsep's ghât	Hooghly river	Collision with the *Nirvan*. Error of the Assistant Harbour Master.	Do.	None lost.
Prinsep's ghât	Do. do.	Do. with the *El Capitan*. Error of the Assistant Harbour Master.	Do.	Do.
Victoria Dock	Bombay coast	Fire. Accidental	Do.	Cargo partially damaged.
Near the port of Sutrapada	Do. do.	Sprung a leak. Tides and currents	Do.	Do. do.
Lat. 15° 15′ N., Long 97° 15′ E., gulf of Martaban.	Burma do.	Sprung a leak. Heavy weather	Do.	None lost.
Near Kariwali, a sub-port of Bhiwandi, Bassein creek.	Bombay do.	Stranding. Tides and currents	Do.	Cargo partially lost.
Karanja creek, Bombay harbour	Do. do.	Sprung a leak. Do.	Do.	Do. do.
Near the mouth of the Kolomb creek	Do. do.	Stranding. Heavy weather	Do.	Do. all lost.
At the mouth of the Huldee river between Bellary and Mud Point.	Hooghly river	Grounding. Tides and currents	Do.	...
On the beach near Karawa, Bombay harbour	Bombay coast	Stranding. Do.	Do.	Cargo all lost.
At Budge-Budge	Hooghly river	Collision with the flat *Kurnafuli*. Defective steering gear.	Do	None lost.
Karanja port, Bombay harbour	Bombay coast	Capsized. Heavy weather	Do.	Cargo partially lost and partly damaged.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
39	*Samudraban*	23	British Indian lateen	April 6th.	At Trombay.		Salt, value R2,052
40	*Bretagne*	331	French wooden barque	Do. 10th.	Calcutta	Reunion	Rice and castor oil, value not reported.
41	*Almora*	1,719	British screw steamer	Do. 11th	London	Bombay *viâ* Kurrachee.	General; value not reported
42	*Bhopal*	1,931	German steel screw steamer.	Do. do.	Hamburg	Calcutta	Do. do.
43	*Dalegarth*	1,436	British screw steamer	Do. 16th	London	Kurrachee	Cement; value not reported.
44	*Yeshwanti*	7	Do. Indian muchwa	Do. do.	Nagothna	Bombay	Firewood, value R70
45	*City of Calcutta*	2,505	Do. screw steamer	Do. 17th	Calcutta	London	General; value not reported.
46	*Yeshwanti*	9	Do. Indian muchwa	Do. 20th	Nagothna	Bombay	Firewood, value R82·8
47	*Jawari Prasad*	12	Do. do.	Do. 21st	Gengavali	Tadri	Do., value R28
48	*Stree Anjanaylee*	72	Do. Indian wooden barque	Do. 22nd	Naraingunge	Chittagong	Rice and sundries, value R4,000.
49	*Chandni*	8	Do. do. mahagiri	Do. 23rd	Bombay	Karanja	No cargo
50	*Mutthoo Coomar Letchmy*	156	Do. do. wooden brig	Do. 24th	Akyab	Chittagong	Paddy and sundries, value R8,400.
51	*Vijaliprasad*	55	British Indian lateen	Do. 26th	Surat	Bombay	Cargo, pulse, dal, jowari, etc., value R2,944.
52	*Ruparel*	13	Do. do.	Do. 27th	Dantivra	Mahim	Firewood, value R58
53	*Alimadat*	21	Do. padow	Do. 28th	Chiplun	Bombay	Coarse sugar and turmeric, value R3,944.
54	*Bheema*	197	Do. screw steamer	Do. 29th	Malpe	Mangalore	General; value not reported
55	*Serajgunge*	...	Do. inland iron flat	Do. do.	At Calcutta		Jute and general; value not reported.
56	*Fateh Khair*	28	Native craft	Do. 30th	Bombay	Mangrol	Oil, rice, turmeric, etc.; value not reported.
57	*Naseri*	851	British screw steamer	Do. do.	Suakin	Bombay	General; value not reported
58	*Hanmantaprasad*	4	Do. Indian muchwa	May 1st	Bombay	Mandvi	No cargo
59	*Lakhmipasha*	35	Native craft	Do. do.	Ballimora	Cutch Mandvi	Jowar, value R1,500
60	*Ruparel*	19	Do. do.	Do. do.	Chadeskwar	Navanagar	Mangroves, value R40
61	*Shankerpasa*	67	Do. do.	Do. do.	Salaya	Kurrachee	Kurbee, value Rs. 150
62	*Dolatpasa*	61	Do. do.	Do. do.	Do.	Do.	Red jowar, chunam, and kurbee, value R300.
63	*Kalianpasa*	98	Do do.	Do. do.	Do.	Bombay	No cargo
64	*Falebia*	78	Do. do.	Do. do.	Do.	Kurarchee	Castor seeds, kalsi, &c., value R9,600.
65	*Laxmipasa*	27	Do. do.	Do. do.	Mandvi	Do.	Kurbee, value R75
66	*Darya Dawlat*	19	British Indian lateen	Do. do.	Dahanu	Mahuva	Bamboos and fuel, value R207.
67	*Salamatpasha*	64	Native craft	Do. do.	Veraval	Bombay	Cotton bales, ghee, garlic, etc., value R17,831.
68	*Sugarpasa*	145	Do. do.	Do. do.	Jamnagar	Do.	Wool, rags, grain, castor oil, coke, etc., value R16,862.
69	*Khengti*	11	British Indian lateen	Do. do.	At Umbergaum		Salted fish, value R75
70	*Jamnaprasad*	20	Do. do.	Do. do.	Dahanu	Mahuva	Fuel, value R87
71	*Bihwanti*	14	Do. do.	Do. do.	Navalsagar	Bhaynder	Salt, value R1,166
72	*Sikhari*	19	Do. do.	Do. do.	Bombay	Jaffrabad	Cocoanut oil, turmeric, and gram pulse, valued at R560.
73	*Macheri*	16	Do. padow	Do. do.	Dahanu	Bombay	Fuel, value R84
74	*Naranpasha*	46	Native craft	Do. do.	Bombay	Veraval	No cargo
75	*Haripasha*	...	Do. do.	Do. do.	Mangalore	Do.	Coir, ropes, etc., R3,500
76	*Lakhmipasha*	49	Do. do.	Do. do.	Veraval	Bombay	Gunny bags, etc., value not reported.
77	*Sugalpasha*	36	Do. do.	Do. do.	At anchor at Veraval		No cargo
78	*Yeshwanti*	8	British Indian muchwa	Do. do.	At anchor at Barmudi		Do.
79	*Rehmani*	62	Native craft	Do. do.	At Veraval harbour		Do.
80	*Vinjanpasha*	62	Do. do.	Do. do.	Bombay	Veraval	Grain, gunny bags, iron, etc., value R3,123·5·3.
81	*Dhanpasha*	12	British Indian batel	Do. do.	At Kolak for fishing purposes		No cargo
82	*Tursehna*	54	Native craft	Do. 5th	Anchored at Veraval		Do

Waters during the year 1892—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near the Trombay barge	Bombay coast	Capsized. Heavy weather	None lost	Cargo partially lost.
On the tail of the College sand	Hooghly river	Grounding—Error of the Pilot	Do.	None lost.
South of Merewether pier, Kurrachee harbour	Sind coast	Stranding. Heavy weather	Do.	Do.
Off Fulta point	Hooghly river	Grounding. Defective steering gear	Do.	Do.
North side of Perim island	Red sea	Do. Error of the 2nd Mate	Do.	Do.
Karanja creek, Bombay harbour	Bombay coast	Capsized. Heavy weather	Do.	Do.
Upper Bellary bar	Hooghly river	Grounding. Alteration in the channel	Do.	Do.
Karanja creek, Bombay harbour	Bombay coast	Sprung a leak. Heavy weather	Do.	Do.
Near the beach at Gokarn	Do. do.	Stranding. Do.	Do.	Do.
On the beach near Selimpore, Chittagong river	Chittagong do.	Do. Do.	Do.	Cargo partially damaged.
Karanja creek	Bombay do.	Capsized. Do.	Do.	None lost.
At the entrance of the Kilakarai channel	Gulf of Manar	Grounding Do.	Do.	Cargo partially jettisoned.
On a sand bank opposite Gungawadi	Bombay coast	Capsized. Do.	Do.	Do. partially lost and partly damaged.
At the entrance of the port of Dantivra	Do. do.	Stranding. Do.	Do.	Do. partially lost.
At the mouth of the Anjanvel creek	Do. do.	Capsized. Tides and currents	Do.	Do. all lost.
On the Jippoo shoal, Mangalore inner archorage	Do. do.	Stranding. Heavy weather	Do.	None lost.
Opposite Rali Brothers' godowns at Cossipore	Hooghly river	Do. Do.	Do.	Cargo partially damaged.
Near Anteoli a sub-port of Chil	Kathiawar coast	Do. Do.	Do.	Not reported.
At the entrance of Suakin harbour	Red sea	Grounding. Defective steering gear	Do.	None lost.
In the Rewas creek, Bombay harbour	Bombay coast	Capsized. Heavy weather	Do.	...
On a shoal one mile distant from the village of Nandan.	Kathiawar do.	Stranding. Do.	Do.	Cargo partially lost and partly jettisoned.
Near Narara Kooba	Gulf of Cutch	Do. Do.	Do.	Do. all lost.
At Koond, near Chakha Tapoo, gulf of Cutch	Kathiawar coast	Stranding. Heavy weather	Do.	Do. all lost.
Do. do.	Do. do.	Grounding. Do.	Do.	Do.
Do. do.	Do. do.	Do. Do.	Do.	...
Do. do.	Do. do.	Do. Do.	Do.	Cargo all lost.
Do. do.	Do. do.	Do. Do.	Do.	Do.
On the rocks opposite Vadhavan, a sub-port of Dahanu.	Bombay do.	Stranding. Do.	Do.	Do.
On the eastern end of the Veraval Dock Estate	Kathiawar do.	Do. Do.	Do.	Do. partially lost.
On a rock near Chakha Tapoo, gulf of Cutch	Do. do.	Do. Do.	Do.	Do. all lost.
Off Satpatti	Bombay do.	Capsized. Do.	Do.	Do.
On the rocks opposite Vadhavan, a sub-port of Dahanu.	Do. do.	Stranding. Do.	Do.	Do.
At the entrance of the Murdha creek	Bombay do.	Capsized. Do.	Do.	Do.
Opposite the port of Dahanu	Do. do.	Sprung a leak. Do.	Do.	Do. partially damaged and partly jettisoned.
Off the port of Nawapur	Do. do.	Capsized. Do.	Do.	Do. all lost.
On a rock on the Veraval Dock Estate	Kathiawar do.	Stranding. Do.	Do.	...
Do. do.	Do. do.	Do. Do.	Do.	Cargo all lost.
Do. do.	Do. do.	Do. Do.	Do.	Do. partially lost.
On a rock near the Veraval Observatory	Do. do.	Do. Do.	Do.	...
At Barmudi, a sub-port of Harnai	Bombay do.	Capsized. Do.	Do.	...
On a rock on the Veraval Dock Estate	Kathiawar do.	Stranding. Do.	Do.	...
Near the Veraval Observatory	Do. do.	Do. Do.	Do.	None lost.
On the sea shore near Veraval	Do. do.	Do. Do.	Do.	...
Near Jhunjanpore, a sub-port of Chorwad	Do. do.	Do. Do.	Do.	...

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
83	*Balco Sindhudurg*	38	Native craft	May 7th	Bombay	Calicut	Kerosine oil; value not reported.
84	*Katoria*	674	British screw steamer	Do. 14th	Calcutta	Rangoon *vid* Chittagong and Arracan ports.	General; value not reported
85	*Salamati*	5	Do. Indian jolly boat	Do. do.	Bombay	Barkot	Copper pots, etc., value R200
86	*Silchar*	223	Do. inland paddle steamer.	Do. 20th	Employed in towage service in the Hooghly river.		No cargo
87	*Dundee*	...	Do. inland steamer	Do. do.	Do.	do. do.	Do.
88	*Vithalpatha*	90	Native craft	Do. 22nd	Bombay	Dwarka	Cotton seeds; value not reported.
89	*Sherborne*	1,098	British screw steamer	Do. do.	Suez	Busrah	Paraffine oil; value not reported.
90	*Luxmiprasad*	21	Do. Indian mahagiri	Do. 23rd	Panvel	Bombay	Hay, valued at R120
91	*Lakshmipasa*	65	Native craft	Do. 26th	Jaitapore	Calicut	Black gram; value not reported.
92	*Pacific*	379	British iron barque	Do. 27th	Glasgow	Calcutta	Salt; value not reported
93	*Gunga*	400	Do. iron flat	Do. do.	At anchor off Rajabagan		No cargo
94	*Freshfield*	1,750	Do. screw steamer	Do. do.	Port Said	Bombay	Coals; value not reported.
95	*Sutarprasad*	25	Do. Indian patow	Do. 30th	Nagothna	Do.	Firewood, value R225
96	*Harsingar*	111	Native craft	Do. 31st	Calicut	Do.	Cocoanuts, value R1057. Copra, do. R2,750. Pepper, do. R625. Bamboos, do. R40. Cotton, do. R224.
97	*Dowlat Prasad*	90	Do. do.	June 1st	Do.	Dwarka	No cargo
98	*Harshingar*	47	British Indian kotia	Do. do.	Vingorla	Cutch Mandvi	Mangoes, ghee, jaggery, pineapples, etc., value R784
99	*Katoria*	674	Do. screw steamer	Do. 2nd	Calcutta	Chittagong	General; value not reported
100	*Sutherland*	1,463	Do. do.	Do. do.	Aden	Calcutta	Salt, value R36,000
101	*Mount Tabor*	1,494	Do. do.	Do. 11th	Calcutta	Aden	General; value not stated.
102	*Chantellor*	3,047	Do. do.	Do. 12th	Liverpool	Calcutta	Do. do.
103	*Knight Companion*	2,543	Do. do.	Do. 13th	Cardiff	Bombay	Coals; value not reported
104	*Avoca*	1,625	Do. iron ship	Do. 14th	New York	Calcutta	Kerosine oil; value not reported.
105	*Salamat Prasad*	80	Do. Indian lateen	Do. 15th	Bombay	Porbandar	Gram, sugar, turmeric, jaggery, spices, etc., value R2,000.
106	*Nubia*	2,139	Do. screw steamer	Do. 17th	Calcutta	London	General; value not reported
107	*Gulf of Siam*	2,226	Do. do.	Do. 24th	Adelaide	London	Do. do.
108	*Echuca*	1,736	Do. do.	Do. 28th	Do.	Do.	Do. do.
109	*Claymore*	273	Do. wooden barque	Do. 29th	Calcutta	Natal	Gunnies, oil, seeds, rice, and timber, value R75,000.
110	*Chalydra*	1,574	Do. screw steamer	July 1st	Hong-Kong	Calcutta	General; value not reported
111	*Waverley*	2,022	Do. do.	Do. 5th	Calcutta	Bombay	Cotton; value not reported
112	*Baron Elibank*	1,135	Do. do.	Do. 7th	Rangoon	Colombo and Beyrout.	Rice; value not reported
113	*Bombay*	2,049	Do. do.	Do. 8th	Barry	Perim	General; value not reported
114	*Kistna*	593	Do. do.	Do. 9th	Calcutta	Chittagong	Do. do.
115	*Colaba*	1,071	Do. do.	Do. 11th	Colombo	Bombay	Timber, value not reported
116	*Laxmeeprasad*	7	British Indian lateen	Do. 18th	Bassein	Thana	Plantains, vegetables, and empty soda water bottles, value R25.
117	*Fazilka*	2,697	Do. screw steamer	Do. 26th	Calcutta	Rangoon	Coal; value not reported.
118	*Bretagne*	231	French wooden barque	Do. 28th	Reunion	Calcutta	In ballast
119	*David Spezzia*	809	Italian do. do	August 1st	Moulmein	London	Timber; value not reported
120	*Sheikh Berkhud*	157	British screw steamer	Do. 5th	Berberah	Aden	General; value not reported.
121	*Khandalla*	1,319	Do. do.	Do. 12th	Gopalpore	Calcutta	Do. do.

Waters during the year 1892—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near Badharghur island, South Canara	Malabar coast	Sprung a leak. Heavy weather	None lost	Cargo partially lost.
Whilst proceeding up the Chittagong river	Chittagong do.	Grounding. Tides and currents	Do.	None lost.
On a sand bank while entering the port of Bankot	Bombay do.	Stranding. Heavy weather	Do.	Cargo partially lost and partly damaged.
Off the Kidderpore Docks	Hooghly river	Collision with the steamer *Dundee*. Error of the Serang.	Do.	...
Do. do.	Do. do.	Collision with the *Silchar*. Error of the Serang.	Do.	...
Off Gurarpore, a sub-port of Charwod	Kathiawar coast	Stranding. Heavy weather	Do.	Cargo partially lost.
Lat. 20° 38′ N., Long 38° 38′ E.	Red sea	Damage to engine. Tides and currents	Do.	None lost.
Near Pir Pow, Trombay creek	Bombay coast	Capsized. Heavy weather	Do.	Cargo all lost.
Between mount Dilly and Sacrifice rock	Malabar do.	Damage to ship. Heavy weather	Do.	Cago partially lost and partly damaged.
Below the India General Steam Navigation Co.'s Dockyard at Garden Reach.	Hooghly river	Collision with the flat *Gunga*. Heavy weather.	Do.	Do. do.
Do. do.	Do. do.	Do. with the *Pacific*. Do.	Do.	...
On a sand spit off the north end of Perim island	Red sea	Stranding. Tides and currents	Do.	None lost.
Karanja creek, Bombay harbour	Bombay coast	Do. Do.	Do.	Cargo partially lost.
Off Lohagod on the coast of Goa	Portuguese territory	Damage to ship. Heavy weather	Do.	Do. partially jettisoned.
Off Pareghada on the coast of Goa	Do. do.	Do. Do.	Do.	...
Off the port of Ratnagiri	Bombay coast	Stranding. Do.	Do.	Cargo partially lost and partly damaged.
Off No. 6 Mooring buoy, Garden Reach	Hooghly river	Collision with the S. S. *Sutherland*. Error of the Assistant Harbour Master.	Do.	None lost.
Do. do	Do. do.	Do. S. S. *Katoria* Do.	Do.	Do.
On the Upper Bellary bar	Do. do.	Grounding. Accidental	Do.	Do
Below the Budge Budge Jute Mills, Garden Reach.	Do. do.	Do. Tides and currents	Do.	Do.
Bombay harbour	Bombay coast	Fire. Spontaneous combustion	Do.	Do.
Gasper channel	Hooghly river	Collision with the Middleton Spit buoy. Heavy weather.	Do.	Do.
About 60 miles north of Bombay	Bombay coast	Stranding. Heavy weather	Do.	Cargo all lost.
Between Gulf point and Roychuck tree	Hooghly river	Grounding. Do.	Do.	None lost.
Lat. 10° 30′ N., Long. 51° 40′ E.	Indian ocean	Damage to engine. Tides and currnets	Do.	Do.
Gulf of Aden	Africa, north-east coast.	Damage to cargo. Heavy weather	Do.	Cargo partially lost.
At Saugor	Hooghly river	Sprung a leak. Old and rotten	Do.	Do. slightly damaged.
Bellary channel	Do. do.	Grounding. Tides and currents	Do.	None lost.
Between Alleppy and Narikal	Malabar coast	Damage to anchor. Tides and currents	1 life lost	Do.
Lat. 11° 40′ N., Long. 48° 20′ E.	Gulf of Aden	Damage to engine. Heavy weather	None lost	Cargo partially lost.
On a patch outside the North Spit, Mokha	Red sea	Stranding. Tides and currents	Do.	None lost.
Lat. 21° 16′ N., Long. 91° 45′ E., Sundeep channel	Chittagong coast	Grounding. Heavy weather	Do.	Do.
Lat. 14° 28′ N., Long. 74° 00′ E.	Malabar do.	Loss of ship's boat, etc. Tides and currents.	Do.	Do.
Near the bridge in the Thana creek	Bombay do.	Damage to ship. Do.	Do.	Cargo partially lost and partly damaged.
Rangoon harbour	Burma do.	Grounding. Error of the Harbour Master.	Do.	Cargo partially damaged.
Sisbariah creek	Hooghly river	Do. Accidental	Do.	...
Lat. 15° 07′ 16″ N., Long. 95° 15′ E., gulf of Martaban.	Burma coast	Sprung a leak. Unknown	Do.	None lost.
Sea Gull shoal, Somali coast	Gulf of Aden	Grounding. Accidental	Do.	Do.
Hooghly point	Hooghly river	Grounding. Tides and currents	Do.	Do.

No.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
122	*Arratoon Apcar*	1,392	British screw steamer	August 14th	Penang	Calcutta	General; value not reported.
123	*Yeshwanti*	1	Do. Indian hodi	Do. 17th	Anchored at Nagothna		Do. do.
124	*Ben Lomond*	1,752	Do. screw steamer	Do. 18th	Singapore	New York	Do. do.
125	*Springburn*	2,499	Do. four-masted steel ship.	Do. 24th	Cape Town	Calcutta	In ballast
126	*Virawa*	2,158	Do. fore-and-aft schooner	Do. 23th	Calcutta	Rangoon	General; value not reported
127	*Stoneleigh*	2,101	Do. four-masted barque	Do. 31st	Bombay	Chittagong	In ballast
128	*Palki*	6	Do. Indian muchwa	Do. do.	Mora	Thana	Country spirits in casks, value Rs2,877-6.
129	*Labhasavai*	27	Do. do. padow	Sept. 4th	Damas	Bombay	Jowar, value Rs2,135
130	*Rustum*	10	Do. do. muchwa	Do. 5th	Thana	Bassein	Country liquor (mowra), value Rs4,196-4.
131	*Staasfurt*	2,127	German screw steamer	Do. 8th	Colombo	Marseilles and Hamburg.	General; value not reported.
132	*Normandie*	710	French wooden barque	Do. 14th	Point de Galle	Calcutta	In ballast
133	*Fateh Kher*	29	Native craft	Do. 20th	Navanagar	Bombay	*Casia auriculata*, hides, horns, fishes, malt and pulse, value Rs1,342.
134	*Pachumba*	544	British screw steamer	Do. 28th	Bombay	Kurrachee	General; value not reported.
135	*Trout*	70	Do. Inland steamer	Oct. 1st	Calcutta	Rampore Baulia and Maldah	Not reported
136	*Iran*	...	Persian buggalow	Do. 3rd	Bombay	Ahwaz	No cargo
137	*Pindari*	3,686	British four-masted screw steamer.	Do. 5th	Calcutta	London	General; value not reported.
138	*Mozambique*	2,305	British steel barque	Do. 7th	Liverpool	Calcutta	Salt; value not reported
139	*Ganges*	2,111	Do. screw steamer	Do. 19th	Bombay	China	General; value not reported.
140	*Salamati*	4	Native craft	Do. do.	Navibandar	Veraval	No cargo
141	*Fatesalam*	28	British Indian lateen	Do. 21st	Matunga	Bombay	Salt, value Rs2,484
142	*Khajoori-jagga-deviprasad*	21	Do. do.	Do. 29th	Cannanore	Barkot	Cocoanuts, copra, light pepper, and areca-nuts; value not reported
143	*Palamcotta*	2,208	British screw steamer	Do. 30th	Rangoon	Calcutta	General; value not reported.
144	*Pachumba*	544	Do. do.	Nov. 3rd	Kurrachee	Bombay	Do. do.
145	*Nowgong*	...	Do. inland iron flat	Do. 14th	Fenchuganga	Calcutta	Tea and general; value not reported.
146	*Amanatar Rohaman*	120	Do. Indian wooden brig	Do. 16th	Naraingunge	Chittagong	Jute, value Rs1,63,257
147	*Daria Dowlat*	5	Do. do. lateen	Do. do.	Uran	Bassein	Country liquor in casks, value Rs2,148-8.
148	*Eart of Naaf*	47	Do. wooden barque	Do. 25th	Naraingunge	Chittagong	Jute, value Rs3,720
149	*Kalanderbux*	209	Do. do.	Do. do.	Do.	Do.	Jute; value not reported
150	*Clan Fraser*	2,330	Do. screw steamer	Do. 27th	Suez	Bombay	General; value not reported.
151	*Ruparel*	41	Do. Indian cargo boat	Do. 29th	Anchored in Kurrachee harbour		No cargo
152	*Falconhurst*	1,997	Do. iron ship	Dec. 4th	New York	Rangoon	Kerosine oil; value not reported.
153	*Yeshwanti*	14	Do. Indian muchwa	Do. 7th	Mora	Kundapur	Salt, value Rs1,512
154	*Salamati*	51	Do. do. pattimar	Do. do.	Bombay	Cochin	Paddy in bags, value Rs4,500.
155	*Bann*	1,667	Do. iron ship	Do. 9th	Liverpool	Demarara and Calcutta.	Salt, value £1,600.
156	*Falconhurst*	1,997	Do. do.	Do. 13th	New York	Rangoon	Kerosine oil, value not reported.
157	*Beta*	6	Do. Indian mahagiri	Do. 19th	Honovar	Malvan	Coir yarn and gunny bags, value Rs218.
158	*Dumbarton Rock*	1,615	Do. steel ship	Do. 27th	Calcutta	San Francisco	Gunnies and jute, value Rs5,00,000.

Waters during the year 1892—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Fulta sand	Hooghly river	Grounding. Error of the Pilot	None lost	None lost
Nagothna creek, Bombay harbour	Bombay coast	Capsized. Heavy weather	Do.	Cargo all lost.
Lat. 8° 5′ N., Long. 52° 51′ E.	Arabian sea	Damage to engine. Tides and currents	Do.	None lost.
Between the Eastern channel and Intermediate light ships.	Hooghly river	Loss of anchor and chain. Tides and currents.	Do.	Do.
At Atcheepore	Do. do.	Grounding. Accidental	Do.	Do.
On the D'Apres shoal	Chittageng coast	Do. Do.	Do.	Do.
Between Hog island and Elephanta	Bombay do.	Capsized. Heavy weather	Do.	Cargo partially lost.
Whilst anchored off Dumas	Do. do.	Do. Tides and currents	Do.	Do. all lost.
Bassein creek	Do. do.	Sprung a leak. Do.	Do.	Do. do.
At Aden	Gulf of Aden	Damage to engine. Tides and currents	Do.	None lost.
Diamond Harbour	Hooghly river	Loss of stock of anchor. Do.	Do.	Do.
Bhadar channel	Gulf of Cutch	Stranding. Heavy weather	Do.	Cargo partially lost.
Victoria Dock, Bombay harbour	Bombay coast	Collision with the dock wall. Accidental	Do.	None lost.
At Satacona	Ganges river	Grounding. Tides and currents	Do.	Do.
At Falia, on the Shat-el-Arab	Persian gulf	Collision with the *Sultani*.—Error of the Master of that vessel.	Do.	...
Garden Reach	Hooghly river	Collision with the wreck buoy. Accidental	Do.	None lost.
Fulta point	Do. do.	Grounding. Do.	Do.	Do.
No. 6 berth, Victoria Dock, Bombay harbour	Bombay coast	Damage to engine. Do.	Do.	Do.
At Ekalpane	Kathiawar do.	Stranding. Heavy weather	Do.	...
Mahul creek	Bombay do.	Do. Do.	Do.	Cargo partially lost.
At the entrance of the Baliapatam river	Malabar coast	Grounding. Heavy weather	Do.	Cargo partially lost and partly damaged.
Rangoon river	Burma do.	Collision with a Burmese boat.—Error of the steersman of the boat.	2 lives lost	None lost.
Kurrachee harbour	Sind do.	Collision with her head buoy—Error of the Pilot.	None lost	Do.
Long Cape reach, Kushiara river	Cachar, Bengal	Grounding. Accidental	Do.	Cargo partly saved and partially damaged.
East side of Siddi chur	Chittagong coast	Do. Tides and currents	Do.	Do. partially damaged.
Thana creek	Bombay do.	Capsized. Heavy weather	Do.	Do. partially lost.
Fezarmar chur, Chittagong river	Chittagong do.	Collision with the *Kalander Bux*.—Error of the Serang of that vessel.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Earl of Naaf*.—Error of the Serang of the *Kalanderbux*.	Do.	Do.
Bombay harbour	Bombay do.	Collision with the *Krishnaparsad*.—Error of the Serang of that vessel.	1 life lost	Do.
Merewether pier, Kurrachee harbour	Sind do.	Fire. Unknown	Do.	...
Western spit, Rangoon river	Burma do.	Grounding. Tides and currents	Do.	None lost.
Agar creek, Bombay harbour	Bombay do.	Stranding. Do.	Do.	Cargo nearly all lost.
Entrance to the Cochin river	Malabar do.	Grounding.—Error of the Tindal	Do.	Cargo partially lost
No. 5 Garden Reach moorings	Hooghly river	Do. Accidental	Do.	None lost.
Near the Syriam flat buoy	Burma coast	Do. Error of the Harbour Master.	Do.	Do.
Off the coast of Gokarn, North Canara	Bay do.	Capsized. Accidental	Do.	Cargo all lost.
Fisherman's point	Hooghly river	Fire Do.	1 life lost	Do. partially lost and partly damaged.

Notes to accompany Casualty Statements for 1892.

JANUARY.

1. **Loch Broom.**—A British four-masted iron ship, of Glasgow; 2,075 tons register; official No. 90017; age 7 years; classed at Lloyd's 100 A 1; bound from Calcutta to Dundee; cargo, jute, value unknown; crew 31 men.

This vessel was at anchor at No. 2 Prinsep's ghat moorings, Hooghly river, and at 8-30 P.M. of the 3rd January an alarm of fire was given, and it was found to be in the fore part of the main hatch of the lower hold. Bells were rung for assistance, and in about half an hour after the alarm the river fire-engine arrived and played on the fire, which was put out at 7 A.M. next morning. About two-thirds of the cargo was destroyed and six of the vessel's 'tween decks were twisted, the vessel also being burnt from the main to the fore hatch. Value of damage to vessel and cargo is not known. No life lost.

A Court of Enquiry held to investigate the circumstances were unable to come to a finding as to the origin of the fire, but from the evidence before them they are inclined to attribute it to spontaneous combustion, caused probably by some oily rag or bit of oily refuse having found its way into one of the holes. And with reference to the effect of oil or water upon jute, they referred to the enquiry in the case of the *Ellen Stuart* held on the 21st January 1882, in which the matter was fully gone into.

2. **Claverdon.**—A British iron ship, of Liverpool; 2,462 tons register; official No. 89615; age 8 years; classed at Lloyd's 100 A 1; from Liverpool to Dundee; cargo, jute; crew 33 men.

Lost an anchor and one fathom of chain on the night of the 5th January whilst coming to anchor at Kulpee, Hooghly river, under pilotage charge. It is not reported whether the lost anchor and chain have been recovered. No damage to cargo. No life lost.

3. **Earl of Dunmore.**—A British four-masted steel ship, of Glasgow; 2,205 tons register; official No. 98634; age 7 months and 21 days; at Chittagong; cargo, jute in bales, value not reported; crew 32 men.

This vessel was lying at No. 4 swing buoy, Kurnafuli river, Chittagong coast, and at 10 A.M. of the 5th January the Mate of the vessel observed smoke issuing from the main hatch on the starboard side forward. The pumps were used, and when it was perceived that the fire and smoke had increased, the tug *Mary* was ordered to come alongside. The tug played on the fire for two days, and when it had been sufficiently got under she was discharged. There were about 247 bales of jute damaged by fire, value not reported; and about 8,000 to 9,000 bales were discharged on shore. The damage to the ship was small; value unknown. No life lost. The vessel was insured for £22,500.

A Court of Enquiry held to investigate the circumstances considered that the fire was intentional and not accidental.

4. **Rewa.**—A British screw steamer, of Glasgow; 2,623 to nsregister; official No. 85946; age 9 years; from Calcutta to London with a general cargo, 27 passengers, and a crew of 126 men.

Grounded on the Pulicat shoal, Coromandel coast, on the 9th January. No damage to cargo. No life lost. Further details not reported.

5. **Booldana.**—A British three-masted screw steamer, of Glasgow; 2,134 tons register; official No. 82316; age 11 years; from Calcutta to Madras and Colombo; cargo, rice, value not reported; crew 84 men.

Grounded outside the northern arm of Madras harbour, Coromandel coast, at 10 A.M. of the 10th January, owing to the vessel's engines not going astern when required. No damage to cargo. No life lost.

6. Sri Prasanna Malleswar Swamy.—A native craft, of Masulipatam; 59 tons register; official No. 11; age 15 years; from Balasore to Vizagapatam; cargo, 1,174 maunds of boiled rice and 426 maunds of raw rice, value R4,213; crew 9 men.

Stranded on the Barubulong river, near Giriabank, Orissa coast, at 2 P.M. of the 13th January, and having sunk in the sand during the ebb tide, her planks gave out at the lower part of the vessel. Value of damage to the vessel estimated at R500. Cargo damaged, value R300. No life lost.

7. Lindula.—A British three-masted screw steamer, of Glasgow; 2,199 tons register; official No. 95083; age 3 years and 6 months; classed at Lloyd's 100 A 1; bound from Calcutta to the Malabar coast ports and Bombay; cargo, rice and gunnies; value not reported.

This vessel, which had been loading for the coast ports and Bombay, left No. 6 Calcutta moorings at 7-30 A.M. of the 13th January in charge of an Assistant Harbour Master, and at 9-40 A.M., when she was off the Messageries Maritimes jetty at Garden Reach near the wreck of the steamer *Regius* (a sunken vessel lying on her side, laden with rice, linseed, and other grain), an order was given to go full speed astern, instead of which the engines worked full speed ahead, with the result that she collided with the wreck and remained in contact a considerable time. On the two vessels colliding a large jet of water was thrown up under the *Lindula's* bows, and almost immediately after an explosion occurred in the forecastle. Two men were picked up dead with their clothes and skin burnt off them, twenty-five were injured, of whom two died since in hospital. An inspection disclosed that the vessel had also suffered from the shock. The forecastle deck was forced upwards and the windlass smashed. The vessel went into dock for repairs, but the value of the damage was not reported. Forty bags of rice were stained; value not reported.

A Court of Enquiry held to investigate the cause of the explosion were of opinion that the hole cut into the *Regius* by the *Lindula's* bows allowed a large quantity of light carburetted hydrogen to escape, which found its way through the *Lindula's* damaged bows into the forepeak, and mingling with the air there filled the forepeak with a very explosive gas which rose up to the forecastle, where it having come in contact with a lamp caused the explosion. With reference to the cause of collision, they were not prepared on the evidence before them to say whether it was caused by a wrong transmission of an order by the telegraph from the bridge to the engine-room, or whether the orders were all correctly transmitted but not correctly carried out by the third Engineer.

8. Ruparel.—A British Indian lateen, of Broach; 9 tons register; official No. 1806; age not known; from Tarapur to Ghoga; cargo, rice, value R600; crew 5 men.

Stranded on a sand bank near the entrance of the Dahanu creek, about midnight of the 15th January, owing to strong winds. Her side planks having given way, she filled with water and sank, but was afterwards recovered. Cargo lost, value R235; damaged R95. No life lost.

9. Genitoria Tarabochia.—An Austrian wooden barque, of Lussinpiccolo; 770 tons register; official No. 764; age 14 years; classed at Bureau Veritas + $\frac{3}{3}$ A i i; from Madagascar to the Mauritius; cargo, rice; crew 12 men.

Grounded at the H swinging mooring buoy, Chittagong river, as she was proceeding down under charge of an Assistant Harbour Master on the 18th January. Her heel having caught the ground she sheered and remained aground until the tide slackened, when she came off and proceeded to sea. No damage to vessel or cargo. No life lost.

10. Wave Queen.—A British wooden barque, of Shoreham; 313 tons register; official No. 58040; age 21 years; classed at Lloyd's A 1; bound from Kurrachee to Balasore in ballast; crew 10 men.

At noon of the 18th January this vessel when in Lat. 24° N., Long 67° E., Arabian sea, put in at Bombay in consequence of the crank of the main pump having become damaged. After the necessary repairs she proceeded again on her voyage. No life lost.

11. Euphrates.—A British screw steamer, of Glasgow; 508 tons register; official No. 45992; age 29 years; Calcutta special survey; bound from Tavoy to Rangoon with a general cargo, 85 passengers, and a crew of 56 men.

This vessel, whilst proceeding under pilotage charge, grounded on the right bank of the Rangoon river, Burma coast, at 6-30 A.M. of the 18th January, a little above Elephant point and Deserter's creek, owing to a sudden and dense fog. She sustained no damage. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that no blame attaches to the Pilot.

12. Dalmally.—A British screw steamer, of West Hartlepool; 1,611 tons register; official No. 97364; age 2 years; classed at Lloyd's 100 A 1; from Bombay to Diamond island in ballast; crew 23 men.

At 3-30 P.M. of the 21st January, this vessel when in Lat. 15° 27′ N., Long. 72° 10′ E., Indian ocean, damaged the H.-P. cylinder cover of the engine from being worked at full pressure for 23 hours. No life lost.

13. Howrah.—A British iron cargo flat belonging to the India General Steam Navigation Co., of Calcutta; registered tonnage, official number, age, and class not reported; bound from Calcutta to Samnagur with a cargo of jute; value not reported; crew 16 men.

The flat left Nimtollah ghât, Hooghly river, in tow of the launch *Motea* at 7 A.M. of the 23rd January with 1,060 bales of jute. At 9-30 A.M., when the vessel was about 3 miles from Calcutta, the serang of the *Howrah* saw smoke issuing from under the roof of the flat, raised an alarm, and sent to Nimtollah ghât for assistance. The fire had spread one-third of the length of the flat from the bow. There were two or four bales on fire when it was first seen. The crew endeavoured to put it out by pouring buckets of water into the hold. At about 12-30 A.M. the fire increased, and a tug, the Government fire-engine, and the Company's steam-launches *Lotus* and *Cossye* arrived to render assistance. But as the fire could not be got under, the *Howrah* was scuttled and beached. She is reported to have been damaged to the extent of ₹5,000; and the damage to the cargo is estimated at about ₹14,000; a large portion of it was salved. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that, upon the evidence adduced before them, they were unable to arrive at any definite conclusion as to the origin of the fire.

14. Bandaneira.—A British four-masted iron barque; 1,944 tons register; official No. 90018; age 7 years; classed at Lloyd's 100 A 1; bound from Chittagong to Dundee with a cargo of jute; value not reported; two passengers and a crew of 30 men.

This vessel was anchored in the port of Chittagong, loading a cargo of jute between the 16th and 25th January, when a fire broke out in the forehold at 4 P.M. of the latter date. The steam tug *Mary* was signalled for, and at 8 P.M. she came alongside and rendered assistance. On the 1st February the fire was got under and the tug discharged. No serious damage was done to the vessel, and no damage to cargo reported No life lost.

A Court of Enquiry held to investigate the circumstances stated that, after hearing the evidence, they were of opinion that, although there was ground for suspicion, they were not prepared to say that the fire was not accidental.

15. **Elton.**—A British screw steamer, of West Hartlepool; 1,596 tons register; official No. 92920; age 4 years; classed at Lloyd's 100 A 1; bound from Galle to London; cargo, hemp and sugar; value not reported; crew 24 men.

Stranded at Ras Selim, on the south coast of Arabia, at 4-30 A.M. of the 25th January, owing to an abnormal set of the current to the north and east. Damage to vessel not reported. No damage to cargo. No life lost.

16. **Malvern.**—A British screw steamer, of London; 1,628 tons register; official No. 98115; age 2 years; classed at Lloyd's 100 A 1; bound from London to Coconada; cargo, railway material.

Grounded on Sacramento shoal, Madras coast, at 5 A.M. of the 23th January, owing to strong currents. She was aground for twelve hours, but was got off apparently undamaged. She is also reported to have lost an anchor and 60 fathoms of chain. No damage to cargo. No life lost.

17. **Martaban.**—A British three-masted screw steamer, of Glasgow; 1,698 tons register; official No. 68066; age 18 years; classed at Lloyd's 100 A 1; bound from Glasgow to Rangoon with a general cargo, two passengers, and a crew of 46 men.

Collided with the Indian Marine steamer *Mayo* in the Rangoon river, Burma coast, at 3-45 P.M. of the 30th January, whilst rounding to above the Hastings shoal under pilotage charge. She struck the starboard side of the *Mayo* with her quarter, doing damage to both vessels. Value of damage not reported. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the pilot in charge of the *Martaban* committed an error of judgment in not "rounding to" the steamer sooner than he did; that had not the chain been allowed to run out, the accident would not have happened; and that this fact was the immediate cause of the collision. They were further of opinion that the blame attaching to the Pilot was mitigated by the fact that the part of the river which is reserved for the rounding to of vessels was unusually overcrowded; that had the Port authorities taken steps to maintain a sufficient staff of Harbour Masters to cope with the busy season, no accident would have happened. The Court recommended the Pilot to be censured.

FEBRUARY.

18. **Dora.**—A British screw steamer, of West Hartlepool; 1,133 tons register; official No. 95876; age 4 years; classed at Lloyd's 100 A 1; bound from Busrah to London, *viâ* intermediate ports, with a general cargo, 50 labourers, and a crew of 22 men.

Stranded at the Busrah outer bar, at 3 A.M. of the 3rd February, owing to insufficiency of water at the bar. The vessel sustained no damage. One basket of dates was lost overboard. Value not reported. No life lost.

19. **Sakhari Salamati.**—A British Indian muchwa, of Pen; 9 tons register; official No. 892; classed as a country sailing craft; age 14 years; bound from Antora to Bombay; cargo, firewood, value R87-8; crew 7 men.

This vessel, whilst sailing down the Antora creek, Bombay coast, at 6 P.M. of the 5th February, experienced bad weather, struck against a rock, sprung a leak, and was damaged to the extent of R25. No loss of cargo. No life lost.

20. **Franklin.**—A French wooden barque, of Reunion; 55 tons register; official No. 6098; age 26 years; bound from Reunion to Calcutta in ballast; crew 17 men.

Lost an anchor and 42 fathoms of chain at 5 P.M. of the 7th February, and grounded at 2-20 P.M. the next day on the Hooghly sands whilst proceeding down the river under pilotage charge. The accident is attributed to a sudden shift of the wind whilst sailing up the Hooghly bight. She was aground for upwards of two hours. No damage to vessel. No life lost. The anchor weighed 16 cwt. and the size of the chain $1\frac{1}{2}$", thick. No distinctive marks.

21. **Fanashaha.**—A British Indian muchwa, of Pen; 8 tons register; official No. 832; classed as a country sailing craft; age unknown; bound from Bombey to Antora with a general cargo, valued at R1,486, and a crew of 5 men.

This vessel, whilst lying in the Antora creek, Bombay harbour, was carried away with the tide at 6 P.M. of the 22nd February, and having capsized she filled with water, but sustained no damage. Cargo to the amount of R625 was damaged. No life lost.

22. **Bhiru Doulat Prasad.**—A native craft, of Ratnagiri; 47 tons register; official No. 11195; age two years and 4 months; from Calicut to Bombay; cargo, cocoanuts and bamboo blinds; value not reported; crew 6 men.

This vessel was proceeding on her voyage, and when off the port of Malpe, Malabar coast, she struck on the Daribhadarghur rock at 5 P. M. of the 29th February, sprung a leak, and was damaged to the extent of R100. The cargo was partially lost, value R90. No life lost.

MARCH.

23. **Banda.**—A German screw steamer, of Hamburg; 1,992 tons register; official number not reported; age 2 years; classed at Lloyd's 100 A i and * $1\frac{3}{3}$ L. I. I. P. B. Veritas; bound from Calcutta to Hamburg, with a general cargo, value not reported; two passengers and a crew of 53 men.

Grounded at Atcheepore, abreast of the light-house, whilst proceeding down under pilotage charge at noon of the 2nd March. In coming to an anchor the vessel touched the edge of the bank with her port side. She was aground for 15 minutes, but sustained no damage. No loss of cargo. No life lost.

24. **Laxoomi.**—A native craft, of Karwar; 4 tons register; official No. 1225; age 1 year and 4 months; was proceeding from Majalie to sea, for fishing purposes, with a crew of 3 men.

Encountered a north-west gale at 7 A.M. of the 3rd March, near the Parkar rock buoy, about two miles beyond the light-house at Karwar, Bombay coast, and having filled with water she foundered. She floated off again, and being found adrift was taken to the shore by khallassies, having sustained damages in masts and sails only to the extent of R50. No life lost.

25. **Ramed Mahuli.**—A British Indian lateen, of Agashi; 10 tons register; official No. 2954; age about 15 years; from Agashi to Thana; cargo, paddy, valued at R456; crew 6 men.

This vessel, when near the Papera rocks, about 3 miles from the mouth of the Bassein creek, Bombay coast, encountered strong adverse winds and high seas at 10 A. M. of the 3rd March, which turned her on one side. She shipped water and all her cargo was lost. No life lost.

26. **Doorgi Prasad.**—A native craft, of Honawar; 5 tons register; official No. 2143; age 15 years; bound from Tadri to Shiralie; cargo, salt, valued at R162, country cane baskets, R8, nagli, R8, and kunda, R8; crew 3 men.

This vessel, whilst lying at anchor at Alwakadi, near Shiralie, Bombay coast, encountered strong winds at 9 A.M. of the 5th March, and the ropes of the anchors having given way her rudder broke, and she was damaged to the extent of R3. The salt and the cane baskets were lost, and the nagli and kunda were damaged by salt water. No life lost.

LIBRARY

27. **El Capitan.**—An American wooden ship, of Bath, United States, America; 1,419 tons register; official No. 8949; class not reported, age 19 years; at Calcutta, loading a general cargo.

This vessel was moored fore and aft at No. 1 Prinsep's ghat, Hooghly river, and at 3 A. M. of the 5th March she was struck on the port side in midships by the French steamer *Nieman*, which was swinging with one anchor, about 170 yards from the *El Capitan*, under charge of an Assistant Harbour Master, and broke seven of her stanchion frames, about 50 feet of top gallant railing and quick work, 50 feet of bulwarks, 30 feet of covering board, one boat, davits, and stunsail boom, part of the main channels and the royal backstays. Value estimated at R6,000. No damage to cargo. No life lost.

A Court of Enquiry, held under section 7, Act V of 1883 (The Indian Merchant Shipping Act), as ammeded by Act VI of 1891, to investigate into the cause of the collision, were of opinion that the collision was caused by the Assistant Harbour Master in charge of the *Nieman* miscalculating his distance from the *El Capitan*, and by his not giving orders to the engine-room to "go ahead" soon enough.

28. **Nieman.**—A French screw steamer, of Marseilles; 891 tons register; official number not reported; age 28 years; at Calcutta, with a general cargo.

(*For an account of a collision between this vessel and the "El Capitan," see Casualty No. 27.*)

29. **Baron Ardrossan.**—A British screw steamer, of Ardrossan; 1,825 tons register; official No. 97563; age 3 months; classed at Lloyd's 100 A 1; bound from Bombay to Dunkirk with a general cargo and a crew of 27 men.

This vessel caught fire at 3 A.M. of the 13th March when laying at the Victoria Dock, Bombay coast. The origin of the fire is unknown; but it is supposed that the casing protecting the donkey boiler got over-heated and set the woodwork on fire, and from this it was communicated to the cargo stowed in the after-part of No. 2 hold. The damage to the vessel was slight. The damage to the cargo is estimated at R11,000. No life lost.

30. **Fateh Kher.**—A native craft, of Porbandar; 43 tons register; official No. 63; age 3 years; bound from Broach to Porbandar; cargo, cotton seeds; value not reported; crew 9 men.

This vessel sprung a leak owing to a strong set of the tides at 5 P.M. of the 24th March when near the port of Sutrapada, Kathiawar coast. The damage sustained by the vessel, with the partial loss of the cargo, is estimated at R2,023. Cargo saved, value R83. No life lost.

31. **Veerabhadra Swamy.**—A British Indian wooden brig, of Madras; 267 tons register; age 35 years; bound from Moulmein to Pondicherry, Madras, and Coconada; cargo, timber, valued at R10,280; crew 28 men.

Sprung a leak when in Lat. 15° 15′ N., Long. 97° 15′ E., gulf of Martaban, Burma coast, in consequence of heavy weather which she encountered on the 25th and 26th March, and was damaged to the extent of R100. No loss of cargo. No life lost.

32. **Labhasavai.**—A British Indian lateen, of Mahim; 10 tons register official No. 1196; age not known; bound from Dantivra to Bhiwandi; cargo, paddy, valued at R840; crew 6 men.

This vessel, whilst anchored near Kariwali, a sub-port of Bhiwandi, Bombay coast, broke adrift at 10 A.M. of the 27th March, and striking on some rocks in the Bassein creek sprung a leak and was damaged to the extent of R2. Cargo lost, value R540. No life lost.

33. **Sonapati.**—British Indian muchwa, of Panwel; 9 tons register; official No. 2355; age 20 years; from Karanja to Bombay; cargo, firewood, value R45; crew 6 men.

This vessel, whilst laying at the Karanja creek, Bombay harbour, experienced heavy weather and a strong current at 8 P.M. of the 28th March, and having sprung a leak she shipped water and lost a portion of her cargo, valued at R30. No life lost.

34. **Maut Mauli.**—A British Indian lateen, of Bombay; 13 tons register; official No. 4559; age 17 years; bound from Agashi to Bombay; cargo, logs of wood, value R80; crew 7 men.

Stranded on a rock and sprung a leak near the mouth of the Kulomb creek, Bombay coast, at 7 A.M. of the 28th March, owing to strong winds. The vessel was damaged to the extent of R30 and all her cargo lost. No life lost.

35. **Janet Cowan.**—A British four-masted steel ship, of Greenock; 2,498 tons register; official No. 93219; age 3 years; classed at Lloyd's 100 A 1; bound from Cape Town to Calcutta in ballast (1,000 tons sand and stone); crew 33 men.

Grounded at the mouth of the Huldia river, between Bellary and Mud point, when proceeding up the Hooghly river under pilotage charge at 8-30 A.M. of the 29th March. The vessel having been caught in the eddies became unmanageable. She was aground for 12 days, when she was towed off by means of steam tugs and anchored at Garden Reach. She was taken into the Calcutta Port Commissioners' new graving dock at Kidderpore for examination of her hull and any repairs which may be necessary. It was ascertained that the damage was insignificant. No life lost.

A departmental Court of Enquiry, held to investigate into the circumstances, were of opinion that they could come to no other conclusion than that the ship *Janet Cowan*, being very long and large for her light draft, became unmanageable in the eddies off Huldia point, and it would have been advisable to have engaged steam. They attribute no blame to any one concerned.

APRIL.

36. **Daryadowlat.**—A British Indian mahagiri, of Panvel; 11 tons register; official No. 2282; age 33 years; classed as country sailing craft; bound from Panvel to Bombay; cargo, bricks and tiles, valued at R35; crew 5 men.

Stranded on the beach near Karawa, Bombay harbour, on the 1st April, and was damaged to the extent of R90. Cargo all lost. No life lost.

37. **Baria.**—A German screw steamer, of Hamburg; 1,976 tons register; official number not reported; age 1½ years; classed at Lloyd's 100 A 1 and Veritas ⅗ L. I. I. P. R.; bound from Calcutta to Hamburg with a general cargo, 10 passengers, and a crew of 54 men.

This vessel having lost her steerage way by the breaking of her rudder chain collided with the flat *Kurnafuli* whilst anchored at Budge-Budge, river Hooghly, at noon of the 2nd April, and damaged her awning roof; value not reported. No damage to cargo. No life lost.

38. **Luxmi.**—A British Indian muchwa, of Pen; 7 tons register; official No. 602; age not known; bound from Bombay to Antora with a general cargo, valued at R2,500; crew 6 men.

Capsized at the Karanja port, Bombay harbour, whilst taking in sails during a heavy squall at 1 P.M. of the 3rd April. The vessel sustained no damage. Cargo lost, value R1,700; damaged, value R200. No life lost.

39. **Samudraban.**—A British Indian lateen, of Bassein; 23 tons register; official No. 3512; age 3 years; classed as a country craft; at Trombay; cargo, salt, value R2,052; crew 6 men.

This vessel, after loading her cargo of salt, was coming to the Trombay barge for examination, when a gale of wind, which occurred at 9 A.M. of the 6th April, capsized her and threw 11 bags of salt overboard, value R66. No life lost.

40. **Bretagne.**—A French wooden barque, of St. Malo; 331 tons register; official number not reported; age 20 years; classed at the Bureau Veritas ✠ L. I. I.; bound from Calcutta to Reunion; cargo, rice and castor oil; crew 11 men.

Grounded on the tail of College sand, Garden Reach, river Hooghly, as she was proceeding down under pilotage charge, and in tow of the steam tug *Dumbarton*, on the evening of the 10th April. The vessel was aground for three hours, and was slightly damaged. She is reported also to have lost an anchor and 4 fathoms of chain at Fisherman's point, and an anchor and 60 fathoms of chain at Saugor, through an error of the Pilot. No damage to cargo. No life lost.

41. **Almora.**—A British screw three-masted steamer, of Glasgow; 1,719 tons register; official No. 68055; age 19 years; classed at Lloyd's 100 A i; bound from London to Bombay, *viâ* Kurrachee, with a general cargo; value not reported; crew 68 men.

This vessel, whilst proceeding to sea, encountered a strong westerly gale and stranded on the edge of the bank, south of Merewether pier, Kurrachee harbour, at 4 P.M. of the 11th April. No damage to cargo. No life lost.

42. **Bhopal.**—A German steel screw steamer, of Hamburg; 1,931 tons register; official number not given; age 2 years; classed at Lloyd's 100 A i; bound from Hamburg to Calcutta, *viâ* Madras, with a general cargo; value not reported; 1 passenger and a crew of 54 men.

Grounded on the bank, off Fulta Point, Hooghly river, as she was proceeding up under pilotage charge at 12-15 P.M. of the 11th April. The cause of the accident is attributed to the vessel's wheel chain having parted. No loss of life.

43. **Dalegarth.**—A British screw steamer, of Newcastle; 1,436 tons register; official No. 96146; age 3 years; classed at Lloyd's 100 A i; from London to Kurrachee; cargo, cement; crew 25 men.

Grounded on the north side of Perim island, Red sea, at 5-10 A.M. of the 16th April, owing to an error of the second Mate. No damage to vessel or cargo. No life lost.

44. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri; 7 tons register; official No 9408; age 52 years; classed as a country sailing craft; bound from Nagothna to Bombay; cargo, firewood, value R70; crew 5 men.

Capsized in a gale of wind while sailing down the Karanja creek, Bombay harbour, at 6 P.M. of the 16th April, and cargo to the amount of R27-8 was washed away. No damage to vessel. No life lost.

45. **City of Calcutta.**—A British screw three-masted steamer, of Glasgow; 2,505 tons register; official No. 85862; age 11 years; classed at Lloyd's 100 A i; bound from Calcutta to London with a general cargo; value not reported.

Grounded on the Upper Bellary bar, Hooghly river, as she was proceeding down under pilotage charge on the 17th April, but apparently sustained no damage. No loss of cargo. No life lost. The accident was due to some alteration in the channel.

46. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri; 9 tons register; official No. 5403; age not known; classed as a country sailing craft; bound from Nagothna to Bombay; cargo, firewood, value R82-8; crew 5 men.

This vessel, whilst sailing down the Karanja creek, Bombay harbour, at 8 A.M. of the 20th April, encountered stormy weather, and having sprung a leak at low water was damaged to the extent of R50. No loss of cargo. No life lost.

47. **Jawari Prasad.**—A British Indian muchwa, of Honore; 12 tons register; official No. 1681; age 30 years; bound from Gungavali to Tadri; cargo, firewood, value R28; crew 3 men.

This vessel was anchored near the beach at Gokarn, Bombay coast, at 4 P.M. of the 21st April, when, owing to a sudden squall, her anchor rope gave way and she was driven ashore and damaged to the extent of R150. No loss of cargo. No life lost.

48. **Stree Anjanaylee.**—A British Indian wooden barque, of Chittagong; 72 tons register; official number not reported; age 13 years; from Naraingunge to Chittagong; cargo, rice and sundries, valued at R4,000; 5 passengers and a crew of 9 men.

Stranded on the beach at Selimpore, Chittagong river, at 7 A.M. of the 22nd April, owing to heavy seas and bad weather, which carried away her mast, broke her rudder, and sprung her deck. Value of damage to vessel R500. The damage to cargo is estimated at R2,000. No life lost.

49. **Chandni.**—A British Indian mahagiri, of Karanja; 8 tons register; official No. 112; age about 22 years; classed as a country sailing craft; bound from Bombay to Karanja with a crew of 6 men; no cargo.

Capsized in a gale of wind at 4 P.M. of the 23rd April while the sail was being taken in at the Karanja creek, Bombay harbour. The vessel sustained no damage. No life lost.

50. **Mutthoo Coomar Letchmy.**—A British Indian wooden brig, of Chittagong; 156 tons register; official No. 18; age 18 years; bound from Akyab to Chittagong *vid* Colachel; cargo, paddy and sundries, value R8,400; crew 16 men.

Encountered a strong gale of wind from the south-west, and lost two of her main sails. She afterwards parted her ground tackle and drifted into heavy breakers at the entrance of the Kilakarai channel, gulf of Manar, at 3 P.M. of the 24th April. She remained aground for an hour, and after jettisoning a portion of her cargo she floated off again. Value of cargo jettisoned R780. No life lost.

51. **Vijaliprasad.**—A British Indian lateen, of Navasari; 55 tons register; official No. 1; age not known; from Surat to Bombay; cargo, pulse, dhal, jowari, etc., valued at R2,944; crew 9 men.

Encountered strong contrary winds at 4 A.M. of the 26th April, which drove the vessel on a sand bank opposite Gungawada, a sub-port of Dahanu, Bombay coast, where she capsized and, shipping water, nearly the whole of her cargo was lost, value R2,922. Cargo damaged R22. No life lost.

52. **Ruparel.**—A British Indian lateen, of Mahim; 13 tons register; official No. 1147; age unknown; bound from Dantivra to Mahim; cargo, firewood, valued at R58; crew 10 men.

Encountered strong winds at 3 A.M. of the 27th April, which drove her on to a sand bank at the entrance of the port of Dantivra, Bombay coast, where she lay shipping water, but sustained no damage. Cargo to the amount of R30 was lost. No life lost.

53. **Alimadat.**—A British Indian padow, of Anjanvel; 21 tons register; official No. 6704; age 37 years; bound from Chiplun to Bombay; cargo, coarse sugar and turmeric, value R3,944; crew 7 men.

Capsized at the mouth of the Anjanvel creek, Bombay coast, at 11 A.M. of the 28th April, owing to strong currents and high seas, and was damaged to the extent of R300. Cargo all lost. No life lost.

54. **Bheema.**—A British screw steamer, of Bombay; 197 tons register; official No. 80428; age 14 years; bound from Malpe to Mangalore with a general cargo, 80 passengers, and a crew of 36 men.

Stranded on the Jippoo shoal, Mangalore inner anchorage, Bombay coast, at 11-30 A.M. of the 29th April, owing to strong winds and a rough sea, and on assistance being rendered by the Port authorities she floated off again. No damage to vessel or cargo. No life lost.

55. **Serajgunge.**—A British inland iron flat, of Calcutta; tonnage and age not reported; no official number; was at anchor in Calcutta; cargo general, chiefly jute; crew 17 men.

Stranded opposite Messrs. Ralli Brothers' godowns at Cossipore, river Hooghly, on the evening of the 29th April, owing to strong winds, and dragging her anchors struck against an old wreck, which damaged her bottom. She was hauled on to the beach and her cargo transferred to the flat *Telkul*, lying alongside. Value of damage to vessel and cargo not reported. No life lost.

56. **Fateh Khair.**—A native craft, of Mangrol; 28 tons register; official number not known; not classed; age 25 years; bound from Bombay to Mangrol; cargo, oil, rice, turmeric, etc.; 2 passengers and a crew of 5 men.

This vessel having been driven by the force of cyclonic weather stranded on the sea shore, near Anteoli, a sub-port of Shil, Kathiawar coast, at 9 A.M. of the 30th April, and was damaged to the extent of R200. Cargo to the amount of R1,500 was jettisoned. The value of the cargo damaged not reported. No life lost.

57. **Naseri.**—A British screw steamer, of Bombay; 851 tons register; official No. 86262; age 10 years; classed at Lloyd's A 1; from Suakin to Bombay, *viâ* Aden, with a general cargo and ballast; crew 62 men.

Grounded at 1-45 P.M. of the 30th April when off the second beacon at the entrance of Suakin harbour, Red sea, owing to her not answering her helm quick enough in coming round the first beacon. She had some pieces of her propeller carried away. No loss of cargo. No life lost.

MAY.

58. **Hanmantaprasad.**—A British Indian muchwa, of Alibagh; 4 tons register; official No. 587; classed as a country sailing craft; age 8 years; from Bombay to Mandvi; crew 3 men; no cargo.

Capsized in the Rewas creek, near Kolgaum, Bombay harbour, at 6 P.M. of the 1st May, on account of strong winds and a heavy sea, and was damaged to the extent of about R10. No life lost.

59. **Lakhmipasha.**—A native craft, of Cutch Mandvi; 35 tons register; official No. 2011; age 5 years; not classed; from Billimora to Cutch Mandvi; cargo, jowar (great millet), value R1,500; crew 5 men.

Encountered strong cyclonic weather and a heavy sea at 11 A. M. of the 1st May, and was driven on a shoal one mile distant from the village of Nandan, Kathiawar coast, and damaged to the extent of R50. Cargo saved, value R860; cargo jettisoned, value R640. No life lost.

60. **Ruparel.**—A native craft, of Salaya; 19 tons register; official No. 217; age 4 years; bound from Chadeskwar to Navanagar with a cargo of mangroves, value R40; crew 5 men.

This vessel, whilst on her way to Navanagar, encountered severe cyclonic weather and strong currents at 8 A.M. of the 1st May, and was driven against a rock at Narara Kooba in the gulf of Cutch, where she shipped water and was damaged to the extent of R400. Cargo all lost. No life lost.

61. **Shankerpasa.**—A native craft, of Khambolia; 67 tons register; official No. 93; age 14 years; bound from Salaya to Kurrachee; cargo, kurbee, value R150; crew 8 men.

Stranded at Koond, near Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 4 A.M. of the 1st May, in consequence of severe cyclonic weather, and, having shipped water, her cargo was entirely lost, and the vessel damaged to the extent of ₹2,000. No life lost.

62. **Dolatpasa.**—A native craft, of Salaya; 61 tons register; official No. 100; age 8 years; bound from Salaya to Kurrachee; cargo, red jowar, chunam, and kurbee, value ₹300; crew 8 men.

Encountered cyclonic weather at Koond in Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 10 A.M. of the 1st May, where she shipped a large quantity of water and sunk. She was afterwards dragged out and found to have been damaged to the extent of ₹4,000. Cargo all lost. No life lost.

63. **Kalianpasa.**—A native craft, of Navanagar; 98 tons register; official No. 250; age 8 years; bound from Salaya to Bombay; no cargo; crew 10 men.

This vessel was laying at anchor at Koond in Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 6 A.M. of the 1st May, and in consequence of strong winds, accompanied with rain, she shipped a large quantity of water and sank. She was afterwards got off and found to have been damaged to the extent of ₹1,000. No life lost.

64. **Jalebio.**—A native craft, of Navanagar; 78 tons register; official No. 23; age 10 years; from Salaya to Kurrachee; cargo, castor seeds, kalsi, etc.; value ₹9,600; crew 10 men.

Grounded at Koond in Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 11 A.M. of the 1st May, owing to strong winds. She was afterwards floated off with the assistance of other boats, and was found to have been damaged to the extent of ₹3,400. Cargo all lost. No life lost. The vessel was insured for ₹5,500 and the cargo for ₹4,260.

65. **Laxmipasa.**—A native craft, of Mandara in Cutch; 27 tons register, official No. 1891; age 6 years; from Mandvi to Kurrachee; cargo, kurbee, worth ₹75; crew 6 men.

Grounded at Koond in Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 6 A.M. of the 1st May, owing to strong winds, and was damaged to the extent of ₹500. Cargo all lost. No life lost.

66. **Darya Dawlat.**—A British Indian lateen, of Bulsar; 19 tons register; official No. 2041; age 8 years; classed as country craft; bound from Dahanu to Mahuva; cargo, bamboos and fuel, valued at ₹207; crew 8 men.

Stranded on the rocks opposite Vadhavan, a sub-port of Dahanu, at 5 P.M. of the 1st May, owing to strong contrary winds, and was damaged to the extent of ₹400. The cargo was entirely lost. No life lost.

67. **Salamatpasha.**—A native craft, of Veraval; 64 tons register; official No. $\frac{50}{38}$; age 20 years; not classed; bound from Veraval to Bombay; cargo, cotton bales, ghee, garlic, etc., value ₹17,831; crew 8 men.

This vessel had laden her cargo and was about to proceed to Bombay, but when on the eastern end of the Veraval Dock Estate she was overtaken by the cyclone, which visited the coast of Kathiawar on the 1st May, and being stranded on the shore was damaged to the extent of ₹2,500. Cargo partially lost, value ₹8,501-10-0. No life lost.

68. **Sugarpasa.**—A native craft, of Jamnagar; 145 tons register; official No. 15; age 9 years; bound from Jamnagar to Bombay; cargo, wool, rags, grain, *casia auriculata*, castor oil cakes, value ₹16,862; crew 15 men.

Stranded on a rock near Chakha Tapoo, in the gulf of Cutch, Kathiawar coast, at 10 A.M. of the 1st May, owing to strong winds and heavy rains, and was damaged to the extent of ₹3,000. Cargo all lost. No life lost. The cargo was insured for ₹19,158.

69. **Khengti.**—A British Indian lateen, of Umbergaun; 11 tons register; official No. 525; age not known; classed as a country craft; was anchored at Umbergaun; cargo, salted fish, value ₹75; crew 8 men.

Capsized in a gale of wind, off Satpatti, Bombay coast, at 11 A.M. of the 1st May, when out for deep sea-fishing, and was damaged to the extent of ₹50. Cargo all lost. No life lost.

70. **Jamnaprasad.**—A British Indian lateen, of Bulsar; 20 tons register; official No. 2224; age 7 years; classed as a country craft; bound from Dahanu to Mahuva; cargo, fuel, valued at ₹87; crew 8 men.

Stranded on the rocks opposite Vadhavan, a sub-port of Dahanu, Bombay coast, at 5 P. M. of the 1st May, and sprung a leak. The damage to the vessel is estimated at ₹400. The whole of the cargo was lost. No life lost.

71. **Eshwanti.**—A British Indian lateen, of Rai; 14 tons register; official No. 2617; age 7 years; classed as a country craft; bound from Navalsagar to Bhaynder; cargo salt, valued at ₹1,166; crew 5 men.

This vessel, after being loaded with salt at the Navalsagar Salt Works, was coming to the Bhaynder Preventive Station at 5 P.M. of the 1st May, when a strong wind drove her against a fishing stake at the entrance of the Murdha creek, and springing a leak she capsized and the whole of her cargo was lost. The damage to the vessel is estimated at ₹40. No life lost.

72. **Sikhari.**—A British Indian lateen, of Ukamandal; 19 tons register; official No. 20; age not known; bound from Bombay to Jaffrabad; cargo, cocoa-nut oil, turmeric, and gram pulse, valued at ₹560; crew 4 men.

At noon of the 1st May, when the vessel was opposite the post of Dahanu, Bombay coast, and about a mile from the shore, some of her side planks gave way, and, as she filled with water, cargo to the value of ₹436 was jettisoned to prevent her from sinking. The remainder of the cargo was damaged, value ₹124. No life lost.

73. **Macheri.**—A British Indian padow, of Bulsar; 16 tons register; official No. 2107; age not known; bound from Dahanu to Bombay; cargo fuel, value ₹84; crew 6 men.

At 5 P.M. of the 1st May, when off the port of Nawapur, Bombay coast, the vessel encountered strong contrary winds, and was capsized about 3 miles from the shore. The whole of the cargo was lost, and the padow was damaged to the extent of ₹100. No life lost.

74. **Naranpasha.**—A native craft, of Veraval; 46 tons register; official No. 16; age 16 years; not classed; from Bombay to Veraval; no cargo; crew 7 men.

Encountered the cyclone that visited the coast of Kathiawar on the 1st May, and being drifted against the rocks adjoining the southern wall of the Veraval Dock Estate she broke to pieces. The damage to the vessel is estimated at ₹751. No life lost.

75. **Haripasha.**—A native craft, of Veraval; registered tonnage, official number, and class not reported; age 42 years; bound from Mangalore to Veraval; cargo, rice, coir, ropes, etc., value ₹3,500; crew 9 men.

Encountered the cyclone which visited the coast of Kathiawar on the 1st May, and being drifted against the shore at the eastern extremity of the Veraval Dock Estate she broke into pieces. The damage to the vessel is estimated at ₹2,500. Cargo all lost. No life lost.

76. **Lakhmipasha.**—A native craft, of Veraval; 49 tons register; official No. 4; age 5 years; not classed; bound from Veraval to Bombay; cargo, gunny bags, etc.; crew 8 men.

Encountered a cyclonic storm in the Veraval bandar, which drifted her on to the eastern end of the Dock Estate, Kathiawar coast, where she stranded

at 7 A.M. of the 1st May, and was damaged to the extent of R1,353. Cargo partially lost, value R21-12-0. No life lost.

77. **Sugalpasha.**—A native craft, of Veraval; 36 tons register; official No. 7; age 7 years; not classed; at anchor in the Veraval harbour with a crew of 6 men; no cargo.

Encountered the cyclone that visited the coast of Kathiawar at 7 A.M. of the 1st May, and having been driven against the rocks near the Veraval Observatory her bottom was severed from her sidings. The damage to the vessel is estimated at R415. No life lost.

78. **Yeshwanti.**—A British Indian muchwa, of Bankot; 8 tons register; official No. 3258; age not known; at anchor at Burnudi; no cargo; crew 6 men.

This vessel was at anchor in the port of Burnudi, a sub-port of Harnai, Bombay coast, and at 11 A.M. of the 1st May, having experienced stormy weather and finding the anchorage unsafe, she sailed for a better one. Having lost her mast and sail on the way, she was capsized and damaged to the extent of R100. No life lost.

79. **Rehmani.**—A native craft, of Veraval; 62 tons register; official No. 45; age 10 years; not classed; at anchor in the Veraval harbour; no cargo; crew 8 men.

Stranded on the sea shore on the eastern end of the Veraval Dock Estate, Kathiawar coast, at 7 A.M. of the 1st May, and was damaged to the extent of R1,700. No life lost.

80. **Vinjanpasha.**—A native craft, of Veraval; 62 tons register; official No. 40; age 35 years; not classed; bound from Bombay to Veraval; cargo, grain gunny bags, iron, etc., value R3,123-5-3; crew 8 men.

This vessel arrived safely at Veraval with her cargo, and before she could unload it she encountered the cyclone which visited the coast of Kathiawar at 7 A.M. of the 1st May, and was damaged to the extent of R3,489. No loss of cargo. No life lost.

81. **Dhanpasha.**—A British Indian batel, of Bulsad; 12 tons register; official No. 1903; age 26 years; anchored at Kolak for fishing purposes; crew 9 men.

This vessel had proceeded to sea for fishing purposes, and having encountered the cyclone which visited the coast of Kathiawar on the 1st May stranded on the sea shore near Veraval, but sustained no damage. No life lost.

82. **Tursehna.**—A native craft, of Veraval; 54 tons register; official No. $\frac{11}{16}$; age 11 years; not classed; anchored at Veraval; no cargo; crew 8 men.

This vessel was laying at anchor in the harbour of Veraval, and being driven by stress of cyclonic weather stranded on the sea shore near Jhunjarpore, a sub-port of Chorwad, Kathiawar coast, at 1 P.M. of the 5th May, and was damaged to the extent of R100. No life lost.

83. **Baleo Sindhudurg.**—A native craft, of Malwan; 38 tons register; official No. 2663; age 2 years and 7 months; bound from Bombay to Calicut; cargo, kerosine oil; value not reported; crew 9 men.

Sprung a leak off Marmagoa near Bahdarghur island, South Canara, at 5 P.M. of the 7th May, and was damaged to the extent of R50. Only a small portion of the cargo was lost. No life lost.

84. **Katoria.**—A British screw steamer, of Glasgow; 674 tons register; official No. 97579; age 3 years; classed at Lloyd's 100 A 1; from Calcutta to Rangoon, *vid* Chittagong and Arrakan ports, with a general cargo, 180 adult passengers, and a crew of 70 men.

Grounded at 7 A.M. of the 14th May as she was proceeding up the Chittagong river, but sustained no damage. The accident is attributed to an extension of the sandspit. No loss of cargo. No life lost.

85. **Salamati.**—A British Indian jolly boat, of Bankot; 5 tons register; official No. 4883; age not known; from Bombay to Bankot; cargo, copper pots, etc., value R200; crew 3 men.

Stranded on a sand bank while entering the port of Bankot, Bombay coast, at 9 A.M. of the 14th May owing to strong winds, but apparently sustained no damage. Cargo lost, value R100; damaged R50. No life lost.

86. **Silchar.**—A British inland paddle steamer, of Calcutta; 223 tons register; official number and class not reported; age 40 years; employed on towage service in the Hooghly river; crew 32 men.

This vessel was at the mooring buoy at Garden Reach at 9-15 A.M. of the 20th May, whence she proceeded to tow the *Gorie* up the river, and on her way, when off the Kidderpore Docks, she struck the steamer *Dundee*, which was proceeding down the river with the steamer *Oorya* in tow, a sliding stroke abaft the midships and damaged her considerably, carrying away all her stanchions on one side and injuring her roof. The value of the damage has been estimated from R387 to R740. The *Silchar* sustained no damage. No life lost.

A Marine Court of Enquiry, held under section 31 of Act VI of 1884 (The Inland Steam Vessels Act) to investigate into the cause of the collision, were of opinion that the serang in charge of the *Silchar* was culpably careless in moving his vessel from her moorings, and that such act was a wrongful act, causing damage to the *Dundee*, but that they were not prepared to say that the damage done to the *Dundee* was material damage within the meaning of section 30 of the above Act, and they therefore framed no charge against him. The Court also pointed out that the ground on which this enquiry was ordered to be held is not one contemplated by this section of the Act, as the destruction of a few stanchions and the breaking away of a portion of roofing of a vessel is not material damage done to that vessel such damage in no way affecting the safety or working of the vessel.

87. **Dundee.**—A British inland steamer, of Calcutta; registered tonnage; and official number not reported; age 5 years; employed in the Hooghly river on towage service; crew 11 men.

(*For details of a collision between this vessel and the "Silchar," see Casualty No. 86.*)

88. **Vithalpasha.**—A native craft, of Dwarka; 90 tons register; no official number; age 13 years; bound from Bombay to Dwarka; cargo, cotton seeds; crew 7 men.

Stranded on the sea shore off Guzarpore, a sub-port of Chorwad, Kathiawar coast, at 8 P.M. of the 22nd May, owing to strong winds, and was damaged to the extent of R1,000. Cargo to the value of R2,000 was lost. No life lost.

89. **Sherborne.**—A British screw steamer, of London; 1,098 tons register; official No. 77033; age 15 years; classed at Lloyd's 100 A1; from Suez to Busrah; cargo, parafine oil; crew 23 men.

When in Lat. 20° 38′ North, Long. 38° 38′ East, Red sea, the intermediate coupling between the crank shafts gave way at 3-30 P.M. of the 22nd May. On this being repaired she proceeded on, but on the 26th idem they gave way again, when she put in at Aden for repairs. No damage to cargo. No life lost.

90. **Luxmiprasad.**—A British Indian mahagiri, of Panvel; 21 tons register; official No. 3430; age about 31 years; classed as a country sailing craft; bound from Panvel to Bombay; cargo, hay, valued at R120; crew 7 men.

Encountered a sudden squall of wind near Pir Pow, Trombay creek, Bombay coast, at 10 P.M. of the 23rd May, and having heeled over she shipped water, and was damaged to the extent of R10. Cargo all lost. No life lost.

91. **Lakshmipasa.**—A native craft, of Cutch; 65 tons register; official No. 46; age 4 years; not classed; from Jaitapur to Calicut; cargo, black gram; value not reported; crew 6 men.

This vessel left Jaitapur on the 22nd May, and on the 26 idem encountered rough weather between Mount Dilly and Sacrifice rock, Malabar coast, and having lost her sails and rudder was driven back to Tellicherry disabled, and after jettisoning a portion of the cargo. Value of damage to vessel R40; cargo partially lost, value not reported; damaged, value R1,862. No life lost.

92. **Pacific.**—A British iron barque, of Glasgow; 379 tons register; age 24 years; classed at Lloyd's A1; from Glasgow to Calcutta; cargo, salt; value not reported; crew 13 men.

Collided with the flat *Gunga*, as she was proceeding up the Hooghly river under pilotage charge, at noon of the 27th May. She was about 300 yards below the India General Steam Navigation Company's Dockyard at Garden Reach, when the Pilot in bringing the barque to an anchor fouled the *Gunga*, which was moored alongside an up-country steamer, with her jibboom, and carried away a portion of her iron roofing. Value of damage to the flat estimated at R600. The *Pacific* sustained no damage. No loss of cargo. No life lost.

A departmental Court of Enquiry held to investigate the circumstances attribute the collision to a sudden shift of wind from the north-west while the *Pacific* was in stays, heading to the southward, and that the Pilot is in no way to blame for the accident.

93. **Gunga.**—A British iron flat, of Calcutta; 400 tons register; no official number; age 20 years; not classed; at anchor off Raja Bagan, river Hooghly; no cargo; crew 14 men.

(*For details of a collision between this vessel and the "Pacific," see Casualty No. 92.*)

94. **Freshfield.**—A British screw steamer, of Liverpool; 1,750 tons register; official No. 99383; newly built, classed at Lloyd's 100 A1; from Port Said to Bombay; cargo, coals; crew 26 men.

Stranded on a sandspit off the north end of Perim island, Red sea, at 5 A.M. of the 27th May, owing to an unusually strong south-east current and haze over the land. She got off with her own engines without sustaining any damage. No loss of cargo. No life lost.

95. **Sutarprasad.**—A British Indian padow, of Uran; 25 tons register; official No. 2331; age about 35 years; classed as a country sailing craft; from Nagothna to Bombay; cargo, firewood value R225; crew 8 men.

This vessel, whilst sailing down the Karanja creek, Bombay harbour, struck against a sunken rock and sprung a leak, at 5 A.M. of the 30th May, owing to low water and strong winds, and was damaged to the extent of R100. Cargo lost, value R40. No life lost.

96. **Harsingar.**—A native craft, of Cutch; 111 tons register; official No. 1541; age 5 years; classed as a ganja; bound from Calicut to Bombay; cargo, cocoanuts, value R1,057; copra, value R2,250; pepper, value R62-8; bamboos, value R40; cotton, value R224; crew 12 men.

This vessel, whilst on her way from Calicut to Bombay, encountered heavy north-west winds at midnight of the 31st May, and had her mainmast carried away when off Lohogad on the coast of Goa, and being in danger of being totally lost, a portion of her cargo was jettisoned, value R238-9-7. No life lost.

JUNE.

97. **Dowlat Prasad.**—A native craft, of Dwarka; 90 tons register; official No. 4595; age 6 years; from Calicut to Dwarka; no cargo; crew 8 men.

Encountered heavy weather at 3 A.M. of the 1st June off Pareghada on the coast of Goa, and the tindal to save the vessel from foundering cut away the mainmast, and put into Karwar for shelter. The damage done to the vessel is estimated at R400. No life lost.

98. **Harshingar.**—A British Indian kotia; 47 tons register; official No. 4713;

age not known; bound from Vingorla to Cutch Mandvi; cargo, mangoes, patravali, ghee, jaggery, and pineapples, value ₹784; crew 5 men.

This vessel was on her way from Vingorla to Cutch Mandvi, and having encountered cyclonic weather and rough seas made for the port of Ratnagiri for shelter, but being driven against the shore she stranded at 9-30 A.M. of the 1st June, and was damaged to the extent of ₹600. Cargo lost, value ₹500; damaged ₹150 No life lost.

99. Katoria.—A British screw steamer, of Glasgow; 674 tons register; official No. 97579; age 3 years; classed at Lloyd's 100 A1; bound from Calcutta to Chittagong with a general cargo and a crew of 70 men.

Collided with the S. S. *Sutherland* off No. 6 Mooring buoy at Garden Reach, Hooghly river, whilst proceeding down under charge of an Assistant Harbour Master, on the 2nd June. Both vessels were dropping down stern foremost at the same time, and it appears that the *Katoria's* port quarter struck the *Sutherland* on the starboard side of the stern, and as she passed along she broke in about 20 feet of her bulwark and bent the top main straight plate. Damage estimated at ₹1,000. The *Katoria* had the moulding, the covering board, and edge of the top plate damaged, value ₹500. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were of opinion that the collision was caused by an error of judgment on the part of the two Harbour Masters in not carrying out the manœuvres of going full speed ahead and astern, respectively, quite soon enough to avoid the collision; and the manœuvres that did take place, though perhaps slightly tardy, were the only ones possible under the circumstances.

100. Sutherland.—A British screw steamer, of Newcastle; 1,463 tons register; official No. 97993; age two months; classed at Lloyd's 100 A1; bound from Aden to Calcutta; cargo, salt, value ₹36,000; number of crew not reported.

(*For details of a collision between this vessel and the "Katoria," see Casualty No. 99.*)

101. Mount Tabor.—A British screw steamer, of Glasgow; 1,494 tons register; official No. 86685; age 10 years; classed at Lloyd's 100 A1; bound from Calcutta to Aden with a general cargo.

Grounded on a shoal patch on the Upper Bellary bar, Hooghly river, while proceeding under pilotage charge, at 7-30 A.M. of the 11th June. She was aground for 20 minutes, but sustained no damage. The occurrence was accidental, and no blame is attached to the Pilot. No damage to cargo. No life lost.

102. Chancellor.—A British screw steamer, of Liverpool; 3,037 tons register; official No. 97882; age 8 months; bound from Liverpool to Calcutta with a general cargo and a crew of 71 men.

This vessel is reported to have touched something and rolled heavily to port at Garden Reach, river Hooghly, just below the Budge-Budge Jute Mills, whilst proceeding down under pilotage charge on the 12th June. The occurrence is attributed to an extension of the flat where the vessel was caught in an eddy and rolled. No damage to vessel or cargo. No life lost.

103. Knight Companion.—A British screw steamer, of Liverpool; 2,543 tons register; official No. 95239; age 4 years; classed at Lloyd's 100 A1; bound from Cardiff to Bombay; cargo, coals; crew 69 men.

This vessel, whilst moored in Bombay harbour, was found at 7 A.M. of the 13th June to have had her coal bunkers on fire, reported to be due to spontaneous combustion of damp coal, caused by the excessive heat which she experienced whilst on her passage through the Red Sea and gulf of Aden. No damage to vessel or cargo. No life lost.

104. Avoca.—A British iron ship, of London; 1,625 tons register; official

No. 91888; age 7 years; classed at Lloyd's 100 A1; bound from New York to Calcutta; cargo, kerosine oil; crew 27 men.

Collided with the Middleton Spit buoy at the Gaspar channel, river Hooghly, as she was proceeding up under pilotage charge at 1 A.M. of the 14th June, owing to squally weather and heavy rains. She sustained no damage, nor was any injury done to the buoy. No loss of cargo. No life lost.

105. **Salamat Prasad.**—A British Indian lateen, of Porbandar; 80 tons register; official No. 40; age not known; bound from Bombay to Porbandar; cargo, gram, sugar, turmeric, jaggery, spices, etc., value R2,000; crew 8 men.

Encountered heavy weather and high seas at 10 P.M. of the 15th June when about 60 miles north of Bombay, which carried away her mast and, being drifted into Kelwa, she stranded on the rocks and was damaged to the extent of R400. Cargo all lost. No life lost.

106. **Nubia.**—A British screw steamer, of Glasgow; 2,319 tons register; official No. 86709; age 10 years; bound from Calcutta to London with a general cargo, 16 passengers, and a crew of 66 men.

Grounded when crossing from Luff point to Roychuck tree, Hooghly river, during a heavy rain squall, as she was proceeding down under pilotage charge at 5-30 P.M. of the 17th June. No damage to vessel or cargo. No life lost.

107. **Gulf of Siam.**—A British screw steamer, of Greenock; 2,126 tons register; official No. 98319; age 1 year; classed at Lloyd's 100 A1; bound from Adelaide to London with a general cargo and 12 passengers.

This vessel, when in Lat. 10° 40′ N., Long. 51° 40′ E., Indian ocean, had three blades of her propeller carried off owing to high seas and a moderate gale which she experienced on the 24th June. She put into Aden for repairs and then proceeded.

108. **Echuca.**—A British screw steamer, of London; 1,736 tons register; official No. 95520; age 3 years; bound from Adelaide to London with a general cargo, 6 passengers, and a crew of 43 men.

This vessel, whilst in the gulf of Aden, experienced bad weather about the 28th June, and being short of coals consumed, as fuel, 530 bags and 12 casks of tallow oil. No damage to vessel or cargo. No life lost.

109. **Claymore.**—A British wooden barque, of Port Adelaide; 273 tons register; official No. 20433; age 34 years; bound from Calcutta to Natal; cargo, gunnies, oil seeds, rice, and timber, value R75,000; crew 8 men.

Sprung a leak at Saugor at 3-30 P.M. of the 29th June, and put back to Calcutta to ascertain cause. The Surveyors reported that the vessel had been slightly strained by the tug boat being too powerful for towing her, and that she could not be repaired, as her hinders were quite rotten, and they therefore condemned her. No loss of cargo; a few cases of oil and some gunnies were damaged by water. No life lost.

JULY.

110. **Chelydra.**—A British screw steamer, of London; 1,574 tons register; official No. 91889; age 7 years; classed at Lloyd's 100 A1; bound from Hongkong to Calcutta with a general cargo and a crew of 47 men.

Grounded at the Bellary channel, Hooghly river, at 3 P.M. of the 1st July, as she was proceeding up under pilotage charge, but sustained no damage. She floated off again with the aid of her own engines in 30 minutes. No damage to cargo. No life lost.

111. **Waverley.**—A British screw steamer, of Liverpool; 2,022, tons register; official No. 84134; age 11 years; classed at Lloyd's 100 A1; bound from Calcutta to Bombay; cargo, cotton; value not reported; crew 61 men.

Lost the stocks of her anchors at Alleppy and at Narikal on the 4th and 5th July, respectively; value not reported. No damage to cargo. A fireman was found missing at 1-30 A.M. of the 10th idem on the Bombay coast, and though immediate and diligent search was made for him, no trace of the man could be found nor has he been heard of since.

112. **Baron Elibank.**—A British screw steamer, of Ardrossan; 1,135 tons register; official No. 92880; age 3 years; classed at Lloyd's 100 A1; bound from Rangoon to Colombo and Beyrout; cargo, rice in bags; value not reported; crew 22 men.

Encountered heavy weather at 8 P.M. of the 7th July when in Lat. 11° 40′ N., Long. 48° 20′ E., gulf of Aden, and had her machinery slightly deranged, with the loss of 30 tons of the cargo. No life lost.

113. **Bombay.**—A British screw steamer, of London, 2,049 tons register, official No. 86976, age 10 years, classed at Lloyd's 100 A1; bound from Barry to Perim, with a general cargo; crew 34 men.

Stranded on a patch outside the North Spit, Mokha, Red sea, on the 8th July, owing to strong currents and heavy weather, but sustained no damage. No loss of cargo. No life lost.

114. **Kistna.**—A British screw steamer, of Glasgow; 593 tons register; official No. 95078; age 4 years; classed at Lloyd's 100 A1; bound from Calcutta to Chittagong with a general cargo, 397 deck passengers, and a crew of 64 men.

Grounded in Lat. 22°16′ N., Long. 91°45′ E., Sundeep channel, Chittagong coast, at 3-20 A.M. of the 9th July, owing to hazy weather and a sudden shoaling of the water and the Master mistaking Norman's Point light for Kutubdea. No damage to vessel or cargo. No life lost.

115. **Colaba.**—A British screw steamer, of Glasgow; 1,071 tons register; official No. 78607; age 14 years; bound from Moulmein to Colombo and Bombay; cargo, timber; value not reported; crew 56 men.

At 4-30 P.M. of the 11th July this vessel, when in Lat. 14°28′ N., Long. 74°00′ E., Malabar coast, shipped a heavy sea and had her davits, boat, and all gear belonging to it carried away; value not reported. No loss of cargo. No life lost.

116. **Laxmeeprasad.**—A British Indian lateen, of Bassein; 7 tons register; official No. 3465; age 4½ years; from Bassein to Thana; cargo, plantains, vegetables, and empty soda-water bottles, value R. 25; crew 5 men.

This vessel, when near the bridge in the Thana creek, had her rudder carried away in a strong current, and being rendered unmanageable she capsized at 5 P. M. of the 18th July, and was damaged to the extent of R5. Cargo lost, value R7; damaged R3. No life lost.

117. **Fazilka.**—A British screw steamer, of Glasgow; 2,698 tons register; official No. 98758; age 2 years; classed at Lloyd's 100 A1; bound from Calcutta to Rangoon; cargo, coal; crew 87 men.

Grounded in Rangoon harbour off the Bombay-Burma Trading Corporation's Saw Mills, Dalla, at midnight of the 26th July, whilst under charge of an Assitant Harbour Master, the vessel having taken a heavy sheer and dragged her anchor at low water. She sustained trifling damage to cargo. No life lost.

118. **Bretagne.**—A French wooden barque, of Nantes; 331 tons register; official number not reported; age 22 years; bound from Reunion to Calcutta in ballast; crew 12 men.

Grounded on the bank at Sisbarria, river Hooghly, owing to a change of wind, whilst turning under pilotage charge, on the 28th July. She remained aground for 20 minutes, but sustained no damage. No life lost.

AUGUST.

119. **David Spezzia.**—An Italian wooden barque, of Spezzia; 809 tons register; official number not reported; age 16 years; classed at the Registro Italiano; bound from Moulmein to London; cargo, timber; value not reported; crew 13 men.

Sprung a leak at 6 P.M. of the 1st August when in Lat. 15° 07′16″ N., Long. 95°51′ E., gulf of Martaban, Burma coast, and had to put back to Rangoon for survey and repairs. The cargo had to be discharged, but no damage reported. No life lost.

120. **Sheikh Berkhud.**—A British screw steamer, of Greenock; 158 tons register; official No. 98302; age 2 years; classed at Lloyd's 100 A1; bound from Berberah to Aden with a general cargo, 4 passengers, and a crew of 31 men.

Grounded on the Sea Gull shoal, Somali coast, gulf of Aden, on the 5th August, and had a piece broken off one of the blades of her propeller. The accident is attributed to the buoy missing off Efar island shoal. No damage to cargo. No life lost.

121. **Khandalla.**—A British screw steamer, of Glasgow; 1,318 tons register; official No. 71,696; age 17 years; bound from Gopalpore to Calcutta with a general cargo, 65 passengers, and a crew of 75 men.

Grounded at Hooghly point at 11-40 A.M. of the 12th August, and floated off again at 12-17 P.M. of the same day and proceeded. No damage to vessel or cargo reported. No life lost. The accident is attributed to the ship not answering her helm in an eddy tide.

122. **Arratoon Apcar.**—A British screw steamer, of London; 1,392 tons register; official No. 68524; age 19 years; classed at Lloyd's 100 A1; bound from Penang to Calcutta with a general cargo; crew 72 men.

Grounded on the Fulta sand, Hooghly river, at 1-30 P.M. of the 14th August, as she was proceeding up in pilotage charge. She floated of again in an hour's time on the rising of the tide and proceeded. No damage to vessel or cargo reported. No life lost. The accident is attributed to an error of the Pilot.

123. **Yeshwanti.**—A British Indian hodi, of Pen; 1 ton register; official No. 663; age not known; classed as a country sailing craft; anchored at Nagothna with a general cargo, value R160, 2 passengers, and a crew of 2 men.

Capsized in the Nagothna creek, Bombay harbour, at 7-30 P.M. of the 17th August, owing to bad weather and strong current. The vessel sustained no damage, but all her cargo was lost. No life lost.

124. **Ben Lomond.**—A British screw steamer, of Leith; 1,752 tons register; official No. 95224; age 2 years; classed at Lloyd's 100 A1; bound from Singapore to New York with a general cargo; crew 39 men.

This vessel is reported to have lost one blade of the propeller at 1-30 P.M. of the 18th August, Lat. 2°4′ N., Long. 59°10′ E., and another at 7-30 A.M. of the 20 idem, Lat. 8°5′ N., Long. 52°51′ E., Arabian sea. She put in at Aden for repairs, after which she proceeded. No damage to cargo. No life lost.

125. **Springburn.**—A British four-masted steel barque, of Greenock; 2,499 tons register; official No. 98318; on her first voyage; classed at Lloyd's 100 A1; bound from Cape Town to Calcutta in ballast, one passenger, and a crew of 32 men.

Lost an anchor and 45 fathoms of chain and an anchor and 15 fathoms of chain on the 24th August, between the Eastern channel and Intermediate lightships, as she was proceeding up in pilotage charge. The accident occurred whilst heaving up to get under weigh when a heavy swell was on. No life lost.

126. **Virawa.**—A British fore and aft schooner, of Glasgow; 2,158 tons register; official No. 98587; age 2 years; classed at Lloyd's 100 A1; bound from Calcutta to Rangoon with a general cargo and a crew of 84 men.

Grounded at Atcheepore, river Hooghly, at 8-40 A.M. of the 27th August, whilst proceeding down under pilotage charge. No damage to vessel or cargo. No life lost.

127. **Stoneleigh.**—A British four-masted barque, of Greenock; 2,101 tons register; official No. 99767; age and class not reported; bound from Barry to Chittagong in ballast; crew 29 men.

Grounded on the D'Apres shoal, Chittagong coast, at 3 A.M. of the 31st August, but got off without assistance. On being surveyed it was reported that she had sustained no apparent damage, and was perfectly seaworthy. No life lost.

128. **Palki.**—A British Indian muchwa, of Thana; 6 tons register; official No. 6164; age 23 years; classed as a country craft; bound from Mora to Thana; cargo, country spirits in casks, value R2,877-6-0; crew 3 men.

Encountered stormy weather and rough sea at 5 P.M. of the 31st August when about two miles from Mora, between Hog island and Elephanta, Bombay coast, and being filled with water all the casks rolled on one side and capsized her. The vessel sustained no damage, but the cargo was partially lost, value R681. No life lost.

SEPTEMBER.

129. **Labhasavai.**—A British Indian padow, of Surat; 27 tons register; official No. 3506; age 54 years; classed as a country coasting vessel; bound from Dumas to Bombay; cargo, jowar, value R2,135; crew 8 men.

This vessel was anchored off Dumas, river Tapti, Bombay coast, at 2 A.M. of the 4th September, when, owing to a very strong flood tide, she dragged her anchor, and giving a list to one side she filled with water, and was damaged to the extent of R1,500. Cargo all lost. No life lost; the crew clung to the mast during the night, and were rescued in the morning by a muchwa.

130. **Rustum.**—A British Indian muchwa, of Uran; 10 tons register; official No. 2369; age 6 years; bound from Thana to Bassein; cargo, country (mowra) liquor, valued at R4,196-4-0; crew 7 men.

Encountered rough weather in the Bassein creek, Bombay coast, at 3-30 P.M. of the 5th September, and owing to the casks of liquor rolling from side to side the planking gave way, and all her cargo was lost. No life lost.

131. **Staasfurt.**—A German screw steamer, of Hamburg; 2,127 tons register; official number and age not reported; classed at Lloyd's; bound from Colombo to Marseilles and Hamburg with a general cargo and a crew of 38 men.

This vessel arrived at Aden at 5-10 P.M. of the 8th September with her machinery slightly deranged, her high pressure sieve having been broken, and after repairs she proceeded on her voyage. No damage to cargo. No life lost.

132. **Normandie.**—A French wooden barque, of Havre; 710 tons register; official No. 17181; age 7 years; classed at Bureau Veritas 3-3 L. I. I; bound from Point de Galle to Calcutta in ballast; crew 17 men.

Lost the stock of her port anchor, at 3 P.M. of the 14th September, at Diamond Harbour, whilst proceeding up the Hooghly river under pilotage charge.

133. **Fateh Kher.**—A native craft, of Jamnagar; 29 tons register; official No. 11; age 30 years; bound from Navanagar to Bombay; cargo, *casia auriculata*, hides, horns, fishes, malt, and pulse, value R1,343; crew 6 men.

The vessel set sail from Bedi, an outpost of Jamnagar, on the 20th September, and at 4 A.M. of the 21st idem she encountered bad weather, and having

dragged her anchors against the rocky shore her sides gave out, and being filled with water she swamped in the Bhadar channel, gulf of Cutch, and was damaged to the extent of R125. Cargo lost, value R1,187. No life lost.

134. **Pachumba.**—A British screw steamer, of Glasgow, 544 tons register, official No. 73804, age 17 years, classed at Lloyd's 100 A1; bound from Bombay to Kurachee, with a general cargo, 156 passengers, and a crew of 61 men:

This vessel when leaving the Victoria Dock, Bombay harbour, on the afternoon of the 28th September, collided with the dock wall and had a blade of her propeller broken. No damage to cargo. No life lost.

OCTOBER.

135. **Trout.**—A British small inland steam vessel, of Calcutta, belonging to the India General Steam Navigation Company; 70 tons register; no official number; age 9 years; from Calcutta to Rampore Baulia and Maldah; cargo not reported; crew 20 men.

Grounded at Satacona, while proceeding up the river Ganges on the 1st October, owing to there being no water in the channel, and was slightly damaged. No life lost.

136. **Iran.**—A Persian buggalow, of Mohammerah; registered tonnage, official number, and age not reported; bound from Bombay to Ahwaz; no cargo; crew 15 men.

This vessel was lying at anchor abreast of the Governor's palace at Falia, on the 3rd October, when the *Sultani*, which had come up the Shat-el-Arab to load a cargo of dates, in rounding to anchor, collided with the *Iran* and damaged the woodwork above the stern, value R40. No life lost.

137. **Pindari.**—A British four-masted screw steamer, of Liverpool; 3,686 tons register; official No. 99338; first voyage; classed at Lloyd's 100 A 1; bound from Calcutta to London with a general cargo and a crew of 78 men.

Collided with the Wreck buoy at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge, on the 5th October. The buoy was sunk and the steamer got some of her mooring chain hooked by the propeller. No damage to cargo. No life lost.

138. **Mozambique.**—A British steel barque, of Glasgow; 2,305 tons register; official No. 99813; age 5½ months; classed at Lloyd's 100 A1; from Liverpool to Calcutta; cargo, salt; crew 34 men.

Grounded at Fulta point, river Hooghly, as she was proceeding up in pilotage charge and in tow of the steam tug *Dalhousie*, on the 7th October. She remained aground for about 30 minutes, when she backed off and anchored. Damage to vessel and cargo not reported. No life lost.

139. **Ganges.**—A British screw steamer, of Barrow; 2,111 tons register; official No. 83978; age 10 years; bound from Bombay to China with a general cargo; crew 156 men.

This vessel when at No. 6 berth, Victoria Dock, Bombay harbour, damaged her main steam pipe at 5-30 A.M. of the 19th October. The value of the damage is not reported. No loss of cargo. No life lost.

140. **Salamati.**—A native craft, of Veraval; 4 tons register; official number not reported; age 17 years; bound from Navibandar to Veraval with a crew of 3 men; no cargo.

Stranded at 8 A.M. of the 19th October at Ekalpan, Shil port, Kathiawar coast, owing to squally weather, and was damaged to the extent of R50. No life lost.

141. **Fatesalam.**—A British Indian lateen, of Bombay; 28 tons register; official No. 3038; age 41 years; bound from Matunga to Bombay; cargo, salt, value R2,484; crew 9 men.

This vessel, when at a distance from the pier at Mahul, was driven by strong winds and a heavy sea against some rocks in the Mahul creek, between 2 and 3 A.M. of the 21st October, and was damaged to the extent of R10. Cargo partially lost, value R1716. No life lost.

142. **Khajoori-jagga-deviprasad.**—A British Indian lateen, of Jaitapore; 21 tons register; official No. 4871; age 26 years; classed as a coasting craft; bound from Cannanore to Bankot; cargo, cocoanuts, copra, light pepper, and areca nuts; value not reported; crew 6 men.

Grounded at the entrance of the Baliapatam river, Malabar coast, at 6 P.M. of the 29th October. The vessel was overtaken by a strong northerly wind attended with heavy rain, and in making for the port of Baliapatam, she was driven over a shoal to the southward of the entrance, where she grounded. The damage to the vessel is estimated at R500. Cargo partially lost, value R1,200; damaged R100. No life lost.

143. **Palamcotta.**—A British screw steamer, of Glasgow; 2,208 tons register; official No. 97617; age 2 years; bound from Rangoon to Calcutta with a general cargo and a number of deck passengers; crew 120 men.

Collided with a Burmese boat, in the Rangoon river, Burma coast, as she was proceeding down under pilotage charge on the 30th October. It was reported that the boat was sailing in a parallel line, in an opposite direction to the steamer, up the river, and when nearly abreast of her, hauled right across the bows of the steamer. In doing this she collided with the steamer's bows and was lifted over to the port side. The boat did not capsize, but was only two-thirds full of water, and the people were rescued from out of her, with the exception of two women, who were afterwards reported to be missing. The steamer sustained no damage. No loss of cargo. Two lives lost.

A Court of Enquiry, held under section 7 of the Indian Merchant Shipping Act, 1883, to investigate into the cause of the accident, were of opinion that the collision was occasioned by the Burmese boat altering its course to the shore, and that the steersman of the boat was to blame.

NOVEMBER.

144. **Pachumba.**—A British screw steamer, of Glasgow; 544 tons register; official No. 73804; age 17 years; bound from Kurrachee to Bombay with a general cargo, 216 passengers, and a crew of 16 men.

This vessel, whilst at Kurrachee harbour, was getting under weigh to proceed to sea, and at 10 A.M. of the 3rd November she fouled her head buoy through an error of the Pilot, and lost a blade of her propeller. No damage to cargo. No life lost.

145. **Nowgong.**—A British inland iron flat, of Calcutta; registered tonnage and official number not given; age 15 years; bound from Fenchugunge to Calcutta; cargo, tea and general; value not reported; crew 17 men.

The flat was on her way down to Calcutta in tow of a steamer with a local Master, and at 8 A.M. of the 14th November, while proceeding down the Kushiara river, she was snagged at Long Cape Reach, Cachar, Bengal, and a hole made in her bottom. The cargo was partly salved and partly damaged; value not reported. No life lost. She was ultimately repaired and proceeded to Calcutta. Value of damage to vessel not stated.

146. **Amanatar Rohaman.**—A British Indian wooden brig, of Chittagong; 120 tons register; age 10 years; bound from Naraingunge to Chittagong; cargo jute, value R1,63,257; crew 11 men.

Grounded in an ebb tide on the east side of Siddi chur, Chittagong coast, at 5 P.M. of the 16th November, and sprung a leak. Value of damage to vessel not reported. Cargo partially damaged. No life lost.

147. Daria Dowlat.—A British Indian lateen, of Uran; 5 tons register; official No. 2477; age 6 years; classed as a country craft; bound from Uran to Bassein; cargo, country liquor in casks, value R2,148-8-0; one passenger; crew 4 men.

This vessel was in the Thana creek, opposite the jail, at midnight of the 16th November, when having encountered strong winds and a rough sea, she was driven on to a rock and capsized. The vessel was damaged to the extent of R6, and cargo to the value of R429-11-2 was lost. No life lost.

148. Earl of Naaf.—A British wooden barque, of Chittagong; 47 tons register; official number not given; age 2 years; from Naraingunge to Chittagong; cargo, jute, value R3,720; crew 7 men.

This vessel was lying at anchor at Fazarmar chur, Chittagong river, at 11 A.M. of the 25th November, when the *Kalanderbux*, which was coming up the river in tow of the steam-launch *Alexander* in an ebb tide, collided with the barque and broke her topgallant mast, bowsprit, stem, paul-bitt, and hawse pipe; value estimated at R250. The *Kalanderbux* was also damaged to the extent of R10. No damage to cargo. No life lost.

149. Kalanderbux.—A British wooden barque, of Akyab; 209 tons register; official number not given; age 29 years; not classed; bound from Naraingunge to Chittagong; cargo, jute; value not reported; crew 16 men.

(*For an account of a collision between this vessel and the "Earl of Naaf," see Casualty No. 148.*)

150. Clan Fraser.—A British screw steamer, of Glasgow; 1,330 tons register; official No. 80420; age 14 years; classed at Lloyd's 100 A1; bound from Suez to Bombay with a general cargo, 11 passengers, and a crew of 50 men.

This vessel, whilst proceeding up the Bombay harbour, about 1 A.M. of the 27th November, collided with the *Krishnapersad*, a native craft, of 27 tons register, laden with cocoanuts; the latter, in attempting to cross the bows of the steamer, was run into and broken to pieces. The *Clan Fraser* sustained no damage. No loss of cargo. No life lost. The value of the batela is not reported. The cargo, together with a sum of money amounting to upwards of R400, is reported to have been lost.

A Court of Enquiry, held to investigate the circumstances, was of opinion that the collision was due to the batela carrying no light, and attempting to cross the bows of the steamer when close to her. One life lost.

151. Ruparel.—A British Indian cargo boat, of Kurrachee; 41 tons register; official No. 336A; age 12 years; classed as a harbour craft; was anchored in Kurrachee harbour; no cargo; crew 2 men.

This vessel was lying alongside the Merewether pier, Kurrachee harbour, and at 2 A.M. of the 29th November a fire was discovered in the forepeak of the boat, but how it originated is not known. The vessel was slightly damaged, and the value is estimated at R150. No life lost.

DECEMBER.

152. Falconhurst.—A British iron ship, of London; 1,998 tons register; official No. 87108; age 9 years; classed at Lloyd's 100 A1; bound from New York to Rangoon; cargo, kerosine oil, value not stated; crew 30 men.

This vessel was proceeding up the Rangoon river under pilotage charge, with a fresh breeze and a flood tide, at 11 A.M. of the 4th December, and continued her course until 3 P.M. of that day, when she stranded to the westward of the Western Spit buoy through an error of the Pilot.

A Court of Enquiry, held to investigate the circumstances, considered that the Pilot had committed a rash and negligent act in keeping the ship under

weigh after passing the Centre Eastern buoy, and accordingly recommended that his license be suspended for one month.

The vessel apparently sustained no damage. No loss of cargo. No life lost.

153. Yeshwanti.—A British Indian muchwa, of Ratnagiri; 14 tons register; official No. 10436; age 32 years; bound from Mora to Kundapur; cargo, salt, value ₹1,512; crew 5 men.

This vessel was proceeding up the Zhiraoti Agar creek, Uran, Bombay harbour, at 10 P.M. of the 7th December, when she struck against some hard stone. Being old and rotten, some of the planks gave way; she sprung a leak and was filled with water. Nearly the whole of the cargo was washed out, value ₹1,446; and the vessel was damaged to the extent of ₹25. No life lost.

154. Salamati.—A British Indian pattimar, of Ratnagiri; 51 tons register; official number not reported; age 5 years; bound from Bombay to Cochin; cargo, paddy, value ₹4,500; crew 11 men.

This vessel, whilst entering the Cochin river at midnight of the 7th December, ran ashore near the Vypeen western beach, Malabar coast, owing to the tindal mistaking the inner Spit buoy for the outer Bar buoy. She sprung a leak, and her cargo was partially lost; value not reported. No life lost.

155. Bann.—A British iron ship, of London; 1,667 tons register; official No. 73550; age 17 years; classed at Lloyd's 100 A1; bound from Liverpool to Demerara and Calcutta; cargo, salt, value £1,600; crew 42 men.

This vessel, when being hauled out of No. 5 Garden Reach moorings on the 9th December by an Assistant Harbour Master, took the ground with her heel, swung round against the mooring buoys, which went under bottom, and then lay hard against the sunken wreck of the steamer *Regius* for some time. On coming off with the flood tide, she was taken into dry dock for examination, when it was found that she had one of her plates fractured, and the paint in several places ruffled and scraped off. Damage estimated at ₹5,545·2. No loss of cargo. No life lost.

156. Falconhurst.—A British iron ship, of London; 1,998 tons register; official No. 87108; age 9 years; classed at Lloyd's 100 A1; bound from New York to Rangoon; cargo, kerosine oil; value not reported.

Grounded off the Syriam flat buoy, as she was proceeding up the Rangoon river, on the 13th December. The vessel apparently sustained no damage. No loss of cargo. No life lost.

157. Beta.—A British Indian mahagiri, of Honavar; 6 tons register; official No. 1760; age 30 years; classed as a muchwa; bound from Honavar to Malvan; cargo, coir yarn and gunny bags, value, ₹218; crew 4 men.

Capsized by a large fish off the coast of Gokarn, North Canara, *Bombay* coast, at 3 A.M. of the 19th December. The whole of the cargo was lost. No life lost. The vessel was recovered with the assistance of two other vessels, having sustained damage to the extent of ₹40. No life lost.

158. Dumbarton Rock.—A British steel ship, of Glasgow; 1,615 tons register; official No. 97627; age 2 years; classed at Lloyd's 100 A1; bound from Calcutta to San Francisco; cargo, gunnies and jute, value about ₹5,00,000; crew 27 men.

This vessel left port on the morning of the 27th December, and when at Fisherman's point, about 23 miles down the Hooghly river, fire was discovered issuing from the lazarette. The Pilot considered it advisable to bring her back to Calcutta, where she was unloaded and it was found that some of her cargo was destroyed by the fire and some of it damaged; value not reported. The vessel also was seriously injured. One life lost.

It has been ascertained that the cause of the fire was due to the second Mate going down to the lazarette with a lamp in his hand, and missing his footing the burner of the lantern fell out and set fire to the cargo.

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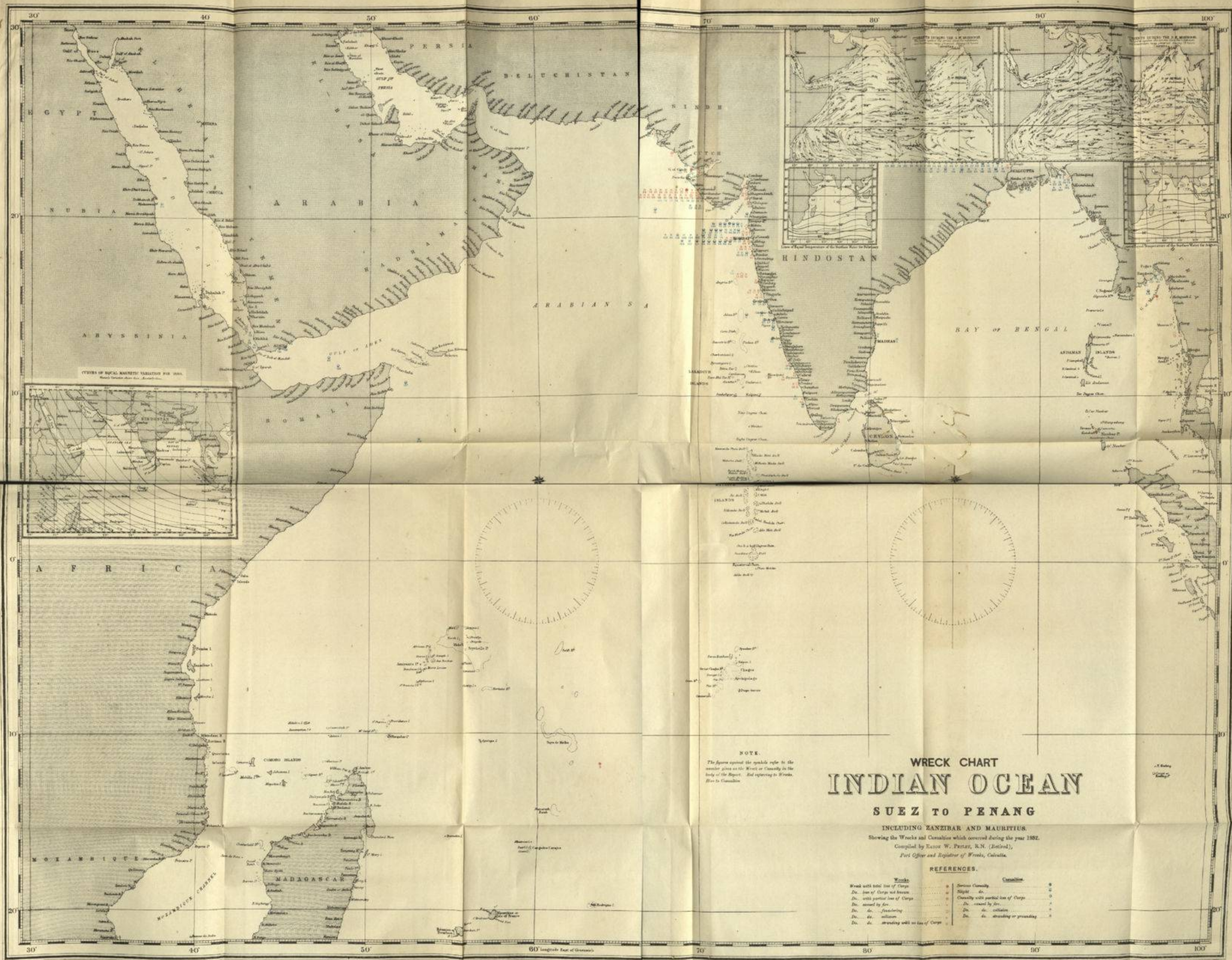

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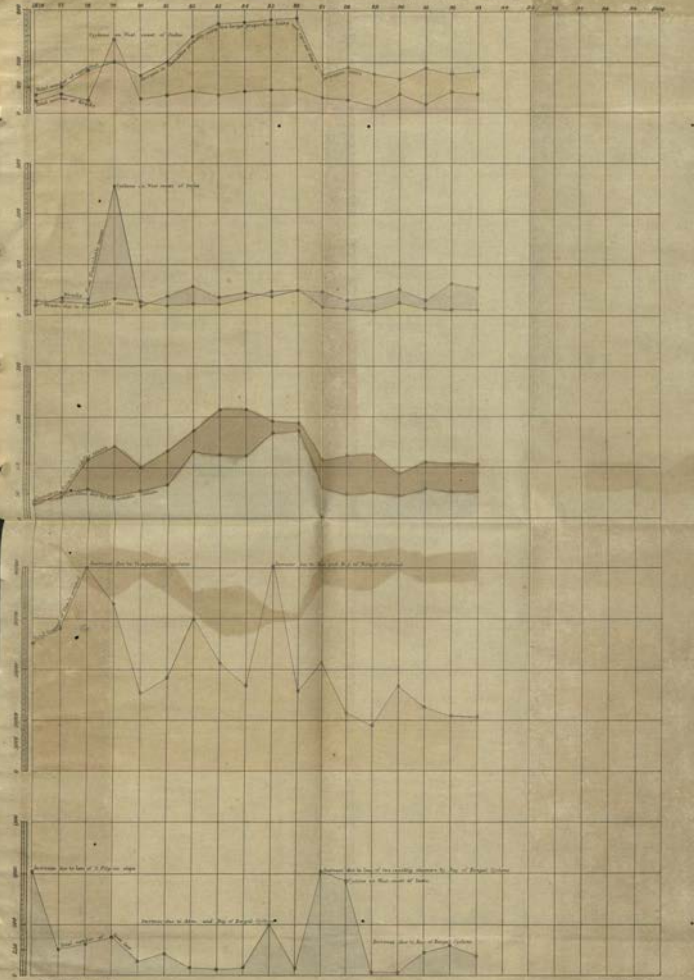
DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1876 to 1893 inclusive.



GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1893

TOGETHER WITH A CHART SHOWING THE POSITION IN WHICH THEY OCCURRED AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST EIGHTEEN YEARS.

PREPARED BY

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LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1894.

CALCUTTA:
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REVIEW.

THE events of this year may be considered gratifying when the statistics as to the number of lives lost, and the total tonnage wrecked, are compared with those of preceding years. The tables will show that during the last year the loss of lives was less by more than one hundred, as compared with the year preceding, and this number would still be lessened if the 64 lives reported to have been lost on the occasion of the grounding of the *Germania* at Hooghly point were excluded from the list; for the reason, that these lives were actually lost with the boats employed in discharging the cargo of the *Germania* during the cyclone, rather than in the vessel itself. With regard to the total tonnage lost, the tables show an increase by about two thousand, as compared with the preceding year, which may be attributed generally to unavoidable causes, but chiefly to the cyclone that passed over the Bay of Bengal, during the month of May. However, it bears a very favourable comparison with those of other years.

Of the 61 wrecks reported during the year under review, there were 10 British and Foreign vessels, 42 British Indian, and 9 Native craft; and of the 162 casualties reported, there were 100 British and Foreign vessels, 52 British Indian, and 10 Native craft.

Of the total of 223 wrecks and casualties, there were 36 collisions, 10 founderings, 53 groundings, 60 strandings, and 64 miscellaneous cases.

The table of "General localities" in which these wrecks and casualties occurred shows that the largest number, *viz.*, 63, occurred in the Hooghly river and Bay of Bengal, 48 in the Bombay and Malabar coasts, 38 in the Burma and Chittagong coasts, 25 in the Sind and Kathiawar coasts, and 9 in the Madras and Coromandel coasts; the remainder having occurred elsewhere in smaller numbers as shown in the table.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1893, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1893 inclusive, showing respectively British and Foreign vessels, British Indian vessels, and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1893 inclusive.

A.—Causes to which the reported maritime disasters may be attributed.

	Collisions.									Founderings.				Groundings.								Strandings.						Miscellaneous.																									
	Accidental or Unavoidable.	Cyclone, heavy weather, etc	Error of the Harbour Master.	Do. Master.	Do. 2nd Officer.	Do. Serang or Tindal.	Not exhibiting lights or defective lights.	Tides and currents.	Total.	Cyclone, heavy weather, etc.	Tides and currents.	Unknown.	Total.	Accidental or Unavoidable.	Alteration in the channel.	Cyclone, heavy weather, etc.	Defective construction of ship, engine, etc.	Error of the Master.	Do. Pilot.	Do. Serang or Tindal.	Incorrect chart.	Tides and currents.	Total.	Accidental or Unavoidable.	Cyclone, heavy weather, etc.	Defective steering gear, sails, etc.	Error of the Harbour Master.	Do. Master.	Do. Serang or Tindal.	Tides and currents.	Total.	Capsized—Accidental.	Do. Cyclone, heavy weather, etc.	Do. Tides and currents.	Damage to engine—Accidental.	Do. Defective material.	Do. Tides and currents.	Do. Unknown.	Do. Ship, boats, cargo, etc. Cyclone, heavy weather, etc.	Do. Do. Tides and currents.	Fire—Accidental.	Do. Unknown.	Loss of anchor, chain, masts, sails, boats, etc. Cyclone, heavy weather, etc.	Do. Do. Tides and currents.	Sprung a leak—Accidental.	Do. Cyclone, heavy weather, etc.	Do. Defective construction or old and rotten.	Do. Tides and currents.	Do. Unknown.	Total.	GRAND TOTAL.
Wrecks.																																																							
British and Foreign	1	...	...	...	1	...	...	...	2	...	...	1	1	...	...	...	1	...	...	...	...	...	1	...	3	...	...	...	...	1	4	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	2	10
British Indian and Native craft	...	...	...	...	...	1	...	...	1	6	1	1	8	...	...	6	...	...	...	...	...	...	6	1	18	...	...	...	1	5	25	1	4	1	...	...	...	...	...	...	1	...	...	...	1	2	...	1	11	51
Casualties.																																																							
British and Foreign	12	...	3	2	...	4	...	8	29	1	...	...	1	8	2	4	...	2	8	...	1	11	36	1	1	1	1	2	...	3	9	...	...	4	1	1	2	5	1	2	5	...	1	...	2	1	...	...	25	100
British Indian and Native craft	...	2	...	...	...	...	1	1	4	...	...	...	...	...	...	6	1	...	...	...	...	3	10	1	14	...	...	...	1	6	22	...	5	4	...	...	...	4	...	...	...	7	...	2	2	...	2	...	26	62
Grand Total	13	2	3	2	1	5	1	9	36	7	1	2	10	8	2	16	2	2	8	..	1	14	53	3	36	1	1	2	2	15	60	1	9	5	4	1	1	2	9	1	2	8	7	1	2	5	3	2	1	64	223

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Andamans.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Hooghly river.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Oman, do.	Orissa coast.	Persian gulf.	Red sea.	Sindh coast.	TOTAL.
WRECKS.																						
British and Foreign	...	...	2	...	...	1	...	2	...	...	3	...	...	...	...	...	...	1	...	...	...	9
British Indian and Native craft	...	1	...	1	11	4	5	1	19	3	...	1	3	1	5	...	...	...	...	...	6	62
CASUALTIES.																						
British and Foreign	6	...	3	5	3	12	1	2	...	...	54	4	3	1	...	...	1	2	2	1	100	
British Indian and Native craft	...	...	...	...	...	27	2	2	...	9	...	...	1	9	4	2	1	1	...	1	...	3	62
GRAND TOTAL	6	1	5	6	41	19	8	5	19	3	57	6	15	6	7	1	1	2	3	2	10	223

C.—Statement showing the number of reported maritime Wrecks and Casualties in Indian waters in each month of the year 1893, the total tonnage of vessels wrecked, and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of wrecks	5	4	3	10	10	2	1	...	12	6	6	2	61
Do. casualties	12	16	9	21	25	11	6	15	13	17	14	3	162
Total tonnage of vessels wrecked.	971	144	238	2,117	2,897	577	6	...	2,855	717	380	1,526	12,428*
Number of lives lost	1	1	...	29	88	...	...	...	42	7	2	...	270

* Excluding the tonnage of vessels not given.

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1893, inclusive, showing respectively British and Foreign Vessels, British Indian Vessels and Native craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73*	65	41	33	7	5	...	141
1891	7	5	16	2	6	3	39†	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72†	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61†	46	54	48	4	9	1	162

* Including the two British Indian vessels of which no details were furnished.

† Excluding the tonnage of vessels not given.

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1893, inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	128	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,804	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	22,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	95	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Farad*, both wrecked in the Red sea, nor the Master and crew of both these vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda-Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Fattal Karrim*, *Fattay Rosack*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Carrim*, *Fattay Rosack*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,062	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	24,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	14,739	917	Not including the tonnage of one British Indian and two Native craft which were not given.
1889	217	9,629	35	
1890	214	16,973	22	Excluding the tonnage of vessels not given.
1891	231	12,068	240	Ditto ditto.
1892	230	10,410	272	Ditto ditto.
1893	223	12,428	170	Ditto ditto.

From the foregoing it will be seen that during the past 29 years (1865 to 1893, inclusive) the annual average number of the reported wrecks and casualties in Indian waters has been 196; the average total tonnage lost was 19,459; and the number of lives lost 189.

B. P. CREAGH, *Commander, R. I. M.*,
Port Officer and Registrar of Wrecks.

PORT OFFICE:
Calcutta, 30th June 1894.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Ruparel*	23	British Indian padow	January 1st	Alibag	Surat	Teak rafters, value R500.
2	*Nagini*	11	Do. lateen	Do. 15th	Ankola	Cannanore	Warai, honey and paddy, value R615.
3	*Nieman*	891	French screw steamer	Do. 21st	Pondicherry	Colombo	General, value £100,000 and specie.
4	*Soogalpassa*	31	British Indian kotia	Do. 27th	Mandvi	Keti bandar	Jute, old gunny bags, and silk piece goods, value not reported.
5	*Futeh Kair*	15	Do. dinghy	Do. do.	At Kurrachee		No cargo.
6	*Pai Saw*	27	British Burman kattoo	February 6th	Tavoy	Rangoon	Dhanee leaves and planks, value R310.
7	*Luckmipersad*	55	British Indian batel	Do. 10th	Broach	Kurrachee	Peas and ground grain, value R900.
8	*A boat (no name)*	16	Native craft	Do. 22nd	Chittagong	Hathia	Salt, value not reported.
9	*Khataupassa*	46	Do. do.	Do. 26th	Kurrachee	Navi bandar	Rice, sugar and matches, value not reported.
10	*Sri Venugopala Sawmy*	217	British Indian wooden brig	March 1st	Tondi	Porto Novo	Timber and paddy, value R4,500.
11	*Khatacopasa*	...	Native craft	Do. 18th	Broach	Bedi bandar	Cotton seeds, value R3,000, and wooden rafters, value R100.
12	*Daria Dowlet*	21	British Indian muchwa	Do. 25th	Honavar	Belikeri	In ballast
13	*Ruparel*	8	Do. padow	April 2nd	Broach	Bhavnagar	Bamboos, value R245-8-0.
14	*Naranprasad*	62	Native craft	Do. 7th	Rai	Mangalore	Salt, value R4,104
15	*Jeramparsad*	...	Do. do.	Do. do.	Porbandar	Broach	Stones, value R250
16	*Khiva*	1,452	British screw steamer	Do. 17th	Bombay	Jeddah	General, value not reported.
17	*Gunnishpersad*	97	British Indian lateen	Do. 18th	Porbandar	Bombay	Porbandar stones and cotton, value unknown.
18	*Rover*	31	British wooden schooner	Do. do.	Singapore	Pawav (Mergui archipelago)	No cargo.
19	*Kyan Yah*	57	British Burman kattoo	Do. do.	Rangoon	Tavoy	General, value R1,000.
20	*Padaruth*	145	Native craft	Do. 21st	Beypore	Kurrachee	Timber and bamboo blinds, value R1,600.
21	*Octopus*	275	British iron dredger	Do. do.	Employed by the Calcutta Port Commissioners on dredger work		
22	*Yan Byan*	20	British Burman kattoo	Do. 27th	Moulmein	Tavoy	Paddy and rice, value R500.
23	*Sophia*	196	British Indian wooden brig	May 6th	Cochin	Chittagong	Pepper, cocoanut oil, and coir, value R8,000.
24	*Earl of Shaftesbury*	2,988	British four-masted iron ship	Do. 8th	Bombay	Diamond island	In ballast
25	*Peodia Parady*	23	British Indian wooden brig	Do. 20th	Mangalore	Kalpeni island	Rice, value R1,000
26	*Shaw in Shaw*	228	Do. do.	Do. 22nd	Cochin	Chittagong	No cargo
27	*Suwalla Ramban*	25	Do. muchwa	Do. 25th	Bombay	Ratnagiri	Do.
28	*Solomon*	220	Do. wooden brig	Do. 26th	Cochin	Chittagong	General, value R9,500
29	*Fattel Khair*	40	Do. do.	Do. do.	Baliapatam	Bombay	Cocoanuts, value R1,700
30	*Salamati*	100	Do. batella	Do. 27th	Bhatwal	Bhavnagar	Logs of wood, rafters, beams, coir, etc., value unknown.
31	*Daria Dowlat*	59	British Indian pattimar	Do. Do.	Cochin	Bombay	Copra, cocoanuts, coir yarn, and coir rope, value R8,600.
32	*Sawai Salamati*	18	Do. muchwa	Do. 28th	Bombay	Ratnagiri	No cargo
33	*Muttaledchemy*	74	British Indian wooden schooner	June 18th	Point Pedro	Mullativoe	General, value not reported
34	*Franklin*	553	French wooden barque	Do. 21st	Réunion	Calcutta	Stone ballast
35	*Khengati*	6	British Indian muchwa	July 31st	At anchor in Bombay harbour		No cargo
36	*Ruparel*	...	Do. lateen	September 3rd	Bhavnagar	Bombay	In ballast
37	*Laxmiprasad*	54	Do. batela	Do. do.	Bombay	Bhavnagar	Cotton, iron, sugar, etc., value R16,400.
38	*Swordsman*	1,100	British screw steamer	Do. 4th	Bombay	Mauritius	Grain, value R1,60,000
39	*Verisal*	24	Native craft	Do. 8th	Cutch Mandvi	Ketibandar	No cargo

Waters during the year 1893.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On a sand bank off the Tapti light-house	Gulf of Cambay	Grounding. Heavy weather	None lost	Cargo all lost.
Six miles northward of Netrini, near Murdeshwar.	Bombay coast	Collision with a Cutch kotia. Error of the Tindal in charge of the kotia.	Do.	Do.
Foul Point, Trincomalee harbour	Ceylon do.	Grounding. Defective engine	1 life lost	Do. partially salved and partly damaged.
Between the Khobur and Gobevara mouths of the Indus river.	Sindh do.	Stranding. Heavy weather	None lost	Do.
At the entrance of the Kurrachee harbour	Do. do.	Capsized. Do. do.	Do.	...
Off Tavoy point, gulf of Martaban	Burma do.	Do. Accidental	Do.	Cargo all lost.
At Mull, near Ghorabari	Sindh do.	Stranding. Heavy weather	Do.	Do.
23° W. S. W. of the South Patch buoy	Chittagong do.	Foundering. do.	Do.	Do.
At the entrance of the harbour of Navi bandar	Kathiawar do.	Stranding. do.	Do.	Cargo partially lost.
About a mile from Forto Novo	Coromandel do.	Foundering. do.	Do.	Do. do.
About 50 miles from Gopnath	Gulf of Cambay	Do. Tides and currents	Do.	Do. do.
Near Basradoorg	Bombay coast	Standing. Accidental	Do.	...
On a sand bank near the mouth of the Nerbudda river.	Gulf of Cambay	Do. Tides and currents	Do.	Cargo all lost.
On a rock near Pali, a sub-port of Ütan	Bombay coast	Do. Heavy weather	Do.	Do.
On the rocks at Gopnath	Gulf of Cambay	Do. Tides and currents	Do.	Do.
Lat. 14° 52′ N., Long. 55° 54′ E.	Arabian sea	Fire. Unknown	20 lives lost	Do.
Near the Prongs light-house	Bombay coast	Stranding. Error of the Tindal	None lost	Do. partially lost.
Lat. 11° 52′ N., Long. 98° 28′ E. gulf of Martaban.	Burma do.	Foundering. No particulars	Do.	...
Gulf of Martaban	Do. do.	Sprung a leak. Old and rotten	9 lives lost	Cargo all lost.
Opposite the Calicut light-house	Malabar do.	Foundering. Heavy weather	None lost	Do.
At Mullick's ghât	Hooghly river	Collision with No. 2 Hopper barge. Accidental.	Do.	...
Between Yeh and Pandayin, gulf of Martaban	Burma coast	Grounding. Heavy weather	Do.	Cargo all lost.
Between Cochin and Chittagong	Bay of Bengal	Foundering. Unknown.	18 lives lost	Do.
On the Passi reef, off Akurelli point, 18 miles north-west of Galle.	Ceylon coast	Stranding. Heavy weather	6 lives lost	...
On the Mangalore bar	Malabar do.	Do. Tides and currents	None lost	Cargo all lost.
Lat. 15° 34′ N., Long. 85° 59′ E.	Madras do.	Sprung a leak. Heavy weather abandoned	Do.	...
Whilst entering the port of Newra	Bombay do.	Stranding. Heavy weather	Do.	...
Odabkhally shoal, south of Sundeep island	Chittagong do.	Fire. Unknown	Do.	Cargo all lost.
Mangalore bar	Malabar do.	Stranding. Heavy weather	Do.	Do. partially lost.
Near Honavar	Do. do.	Do. do.	Do.	Do. do.
Near Shiralee, South Canara	Do. do.	Do. do.	Do.	Do. do.
Whilst entering the port of Anjarla	Bombay do.	Do. do.	Do.	...
On the Avacham rock	Ceylon do.	Sprung a leak. Unknown	Do.	Cargo partially lost.
Edmonstone rock, Lower Saugor Sands	Hooghly river	Stranding. Heavy weather	Do.	...
On a rock near Pirwadi	Bombay coast	Do. Tides and currents	Do.	...
On a rock half a mile from the port of Dantivra	Do. do.	Do. Heavy weather	Do.	None lost.
On a sandbank, about half a mile from Suriah, near the Tapti light-house.	Gulf of Cambay	Grounding. do.	Do.	Cargo all lost.
Lat. 2° 9′ S., Long. 64° 27′ E.	Arabian sea	Collision with the *Gelderland*. Error of the 2nd Officer.	7 lives lost	...
Near the Toolsier bar, Indus river	Sindh coast	Capsized—Tides and currents	None lost	...

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
40	*Dowlatpersad*	...	British Indian kotia	September 10th	Madagascar	Bombay	Timber and sugar, value unknown.
41	*Emamshye*	28	Do. dinghy	Do. 19th	Kurrachee	Ketibandar	Sulphuric acid, value R1,700.
42	*Mohideen Bux*	100	Do. wooden brig	Do. 22nd	Chittagong	Naraingunge	In ballast
43	*Asimuddin Bux*	63	Native craft	Do. do.	Do.	Do.	No cargo
44	*Humayon Shah*	872	Arab wooden ship	Do. do.	Muscat	Calcutta	Salt, value R11,000; dates, etc., value R20,000.
45	*Hyder Ally*	342	British Indian wooden barque.	Do. 25th	Negapatam	Porto Novo	No cargo
46	*Ashraffo*	...	Do. dinghy	Do. 27th	Gogo	Kurrachee	Gunny bags, value not reported.
47	*Stree Venkataswerlu*	272	Do. wooden brig	Do. 29th	Coconada	Moulmein	Til seeds, tobacco, oil, etc., value R 30,000.
48	*Ranganaixies*	191	Do. do.	October 22nd	Naraingunge	Chittagong	Jute, value not reported
49	*Omrajan*	85	Do. schooner	Do. do.	Chittagong	Chandpore	Railway material, value R7,500.
50	*Lakshminarsinha Swamy.*	48	Do. do.	Do. do.	Do.	Do.	Railway materials, value not reported.
51	*Venus*	99	Do. do.	Do. do.	Naraingunge	Chittagong	Jute, value not reported.
52	*Bombay*	235	Do. wooden brig	Do. do.	Do.	Do.	Jute, value R565
53	*Stree Narayana Murti*	59	Do. schooner	Do. do.	Do.	Do.	Jute, value not reported
54	*Mahomed Suliman Bux*	119	Do. do.	November 6th	Masulipatam	Negapatam	Paddy and grain, value not reported
55	*Salamati Savai*	168	Arabian dinghy	Do. 13th	Muskat	Kurrachee	Dates, value R8,000.
56	*Khatauposta*	38	Native craft	Do. 17th	Bombay	Navibandar	Cotton seeds, valued at R2,000.
57	*Ruparel*	8	British Indian muchwa	Do. 19th	At Ta	rapur	Fish, value R25
58	*Ramban*	14	Do. lateen	Do. 20th	Manori	Agar Shinkai	Employed in loading salt
59	*Ruparel*	33	Do. padow	Do. do.	Calicut	Bhavnagar	Timber, etc., value not reported.
60	*Khyber*	1,500	British steel flat	December 7th	Anchored in	Calcutta	Jute, salt, etc., value not reported.
61	*Taw Baw*	26	British Burman kattoo	Do. 24th	Mergui	Tongak	Rattans, knives, etc., valued at R250.

Waters during the year 1893—concluded.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the island of Cosmoledo	Indian ocean	Stranding—Heavy weather	None lost	Cargo all lost.
Seesa bar, Indus river	Sindh coast	Do. do.	Do.	Do.
North of Abidi	Chittagong do.	Capsized— do.	Do.	...
About half a mile south-west of Charbongshi, Megna river.	Do. do.	Foundering— do.	Do.	...
Off False Point light-house, Lat. 19°39′ N., Long. 87°20′ E.	Orissa do.	Stranding—Cyclone	34 lives lost	Cargo all lost.
On the western side of the Coleroon river	Coromandel do.	Do.—Tides and currents	None lost	...
Sixty miles from Ghorabari, Indus river	Sindh do.	Sprung a leak—Old and rotten	Do.	Cargo all lost.
Galloper sand, gulf of Martaban	Burma do.	Stranding—Heavy weather	Do.	Do.
At Dolath Khan, Megna river	Chittagong do.	Grounding—Cyclone	1 life lost	Do.
At Aboodia, Megna river	Do. do.	Foundering— do.	None lost	Do.
Whilst anchored on the Srirampore route	Do. do.	Do. do.	Do.	Do.
On the river bank, near Noakhally	Do. do.	Stranding— do.	Do.	Do.
West side of Hattia island	Do. do.	Do. do.	2 lives lost	Do.
Near Baduchur	Do. do.	Capsized— do.	4 do.	Do.
Near Kondaladu in the Nellore district	Coromandel do.	Stranding— do.	No life lost	Do. partially lost, and partly jettisoned.
Near Kuchhadi in Porbander	Kathiawar do.	Do. Tides and currents	Do.	Do. partially lost, and partly damaged.
At the mouth of the Navibandar creek	Do. do.	Grounding—Heavy weather	Do.	Do. do.
Eight miles from Tarapur	Bombay do.	Capsized—Heavy weather	2 lives lost	Cargo all lost.
South of the village of Manori	Do. do.	Stranding— do.	None lost	None lost.
Vanai creek, near Bassein	Do. do.	Do. do.	Do.	Cargo partially lost, and partly damaged.
Off Cossipore	Hooghly river	Fire— Unknown	Do.	Do.
Trinket island, east-ward of Camorta	Andamans	Grounding—Heavy weather	Do.	Do. all lost.

WRECKS OCCURRED IN 1893.

JANUARY.

1. Ruparel.—A British Indian padow, of Surat, 23 tons register, official No. 3984, age 35 years, classed as a country vessel, bound from Alibag to Surat, with a cargo of teak rafters, valued at ₹500, and a crew of 7 men.

Grounded on a sand bank off the Tapti light-house, gulf of Cambay, and broke to pieces at 8 A.M. of the 1st January, value ₹800. Cargo all lost. No life lost.

2. Nagini.—A British Indian lateen, of Karwar, 11 tons register, official No. 914, age about 6 years, classed as a country vessel, bound from Ankola to Cannanore; cargo, warai, honey, and paddy, value ₹615; crew 3 men.

Collided with a Cutch kotia and sunk, at midnight of the 15th January, when 6 miles northward of Netrani, near Murdeshwar, Bombay coast. The value of the vessel is estimated at ₹400. The cargo was all lost. No life lost.

3. Nieman.—A French screw steamer, of Marseilles, 891 tons register, official No. not given, age 27 years; bound from Pondicherry to Colombo, with a general cargo, value £100,000, and specie; 33 passengers, and a crew of 105 men.

Grounded at Foul Point, Trincomalee, Ceylon coast, owing to the shaft of the screw breaking suddenly and causing a leakage which it was impossible to put a stop to with the pumps. The Master ultimately ran her ashore in 4 fathoms of water, and abandoned her on the 21st January. She gradually settled down until only the masts were above water, and became a total wreck. The passengers and crew were saved, but it was impossible to take off the mails. A portion of the cargo was lost; the bulk of indigo and opium was salved, value about £50,000; the rest were more or less damaged; total value estimated at £50,000. One of the crew is reported to have died from appoplexy.

4. Soogalpassa.—A British Indian kotia, of Cutch Mandvi, 31 tons register, official No. 1728, classed as a country craft, age 2 years, bound from Mandvi to Keti bander; cargo, jute, old gunny bags and silk piece-goods, value not reported; crew 5 men.

This vessel through stress of weather drifted ashore, and when between the Khobur and Gobevara mouths of the Indus river, Sind coast, she became a total wreck, at 5 P.M., of the 27th January; value ₹1,200. Cargo all lost. No life lost.

5. Futeh Kair.—A British Indian dinghy, of Kurrachee, 15 tons register, official No. 317A, classed as a harbour craft, age 13 years, was at Kurrachee with a crew of 3 men; no cargo.

This vessel whilst entering Kurrachee harbour, Sind coast, encountered a strong gale of wind at the entrance of the channel, and owing to her sail having got jammed, she capsized and broke to pieces at 2-30 P.M. of the 27th January; value ₹600. No life lost.

FEBRUARY.

6. Pai Saw.—A British Burman kattoo, of Tavoy, 27 tons register, official No. 2 of 1891; age 2 years, classed as a native craft, bound from Tavoy

to Rangoon, with a cargo of dhanee leaves and planks, value R510; and a crew of 8 men.

Capsized at 1 P.M of the 6th February, as she was rounding off at Tavoy point, gulf of Martaban, Burma coast. Having accidentally inclined to one side, she filled with water and sank with all her cargo. Value of the vessel R1,800. No life lost.

7. **Luckmipersad.**—A British Indian batela, of Jamnagar, 55 tons register, official No. not known, age 10 years, classed as a coasting craft, bound from Broach to Kurrachee, with a cargo of peas and ground grain, value R900; crew 6 men.

This vessel having experienced heavy weather, at Mull, near Ghorabari, Sind coast, stranded on the beach at 10 P.M. of the 10th February, and was totally lost, value R600. Cargo all lost. No life lost.

8. **A boat** (no name).—A native craft, of about 16 tons burthen, official No. and age not reported, bound from Chittagong to Hathia, with a cargo of salt; value not reported, and a crew of 6 men.

This vessel left Chittagong on the 22nd February, and shortly afterwards encountered bad weather, owing to which she sprang a leak and was abandoned by the crew. She was picked up by H. M. I. M. S. *Dalhousie*, 23° W. S. W. of the South Patch buoy, and the men came on board. The Commander endeavoured to salve the vessel, but she foundered whilst in tow and sank in 6 fathoms of water with all her cargo. No life lost. Value of the vessel and cargo not reported.

9. **Khataupassa.**—A native craft, of Mandvi bandar, 46 tons register, official No. 1558, age 30 years, bound from Kurrachee to Navibandar; cargo, rice, sugar, and matches, value not reported; crew 6 men.

This vessel, whilst entering the harbour of Navibandar, Kathiawar coast, encountered strong head winds, which having impeded her progress, she cast anchor; but the anchor having slipped, she drifted against the rocks, at noon of the 26th February, and was broken to pieces, value R1,500; cargo partially lost. No life lost.

MARCH.

10. **Sri Venugopala Sawmy.**—A British Indian wooden brig, of Nilapalli, 217 tons register, official No. 3 of 1849, age 44 years, bound from Tondi to Porto Novo, with a cargo of timber and paddy; value R4,500; crew 25 men.

This vessel having arrived at Porto Novo on the Coromandel coast, experienced a strong north-easterly wind; and being old, her sides gave out. She then filled with water and sank at 6 P.M. of the 1st March, when within the boundary pillar of the port and about a mile from the shore. The value of the vessel is estimated at R6,500. The cargo was partially lost. No life lost.

11. **Khataoopasa.**—A native craft, of Jamnagar, registered tonnage, official No., age, and class, not known, bound from Broach to Bedi bandar, with a cargo of cotton seeds, value R3,900; and wooden rafters, value R100; crew 8 men.

Whilst sailing up the gulf of Cambay the vessel got into a strong current when about 50 miles from Gopnath, and filling with water, she foundered at 11 P.M. of the 18th March. Value of the vessel, R3000. Cargo partially lost; value R3,000. No life lost.

12. **Daria Dowlet.**—A British Indian muchwa, of Ratnagiri, 21 tons register, official No. 8849, age 25 years; bound from Honavar to Belikeri, in ballast, crew 7 men.

This vessel was anchored near Basradoorg, Bombay coast; and whilst the crew were asleep, the rope of the anchor was cut by a tortoise. She then drifted ashore, and being old was broken to pieces by the force of the wind at midnight of the 25th March; value R200. No life lost.

APRIL.

13. **Ruparel.**—A British Indian padow, of Surat, tons register, official No. 3805, age not known, classed as a country coasting craft; bound from Broach to Bhavnagar; with a cargo of bamboos, value R245-8; crew 4 men.

Stranded on a sand bank near the mouth of the Nerbudda river, gulf of Cambay, where she capsized owing to a strong current, and broke to pieces at 11 A.M. of the 2nd April. Value of the vessel not reported. Cargo all lost. No life lost.

14. **Naranprasad.**—A native craft, of Cutch, 62 tons register, official No. 4611, age unknown, bound from Rai to Mangalore, with a cargo of salt, value R4,104; crew 7 men.

Encountered strong winds and high seas which drove her on a rock near Pali, a sub-port of Utan, Bombay coast, where she shipped a large quantity of water and sank with all her cargo, at sunset of the 7th April. No life lost. The value of the vessel is estimated at R4,000.

15. **Jeramparsad.**—A native craft, of Porbandar, registered tonnage not known, official No. 10, age about 15 years, bound from Porbandar to Broach with a cargo of stones, value R250; crew 7 men.

Whilst nearing her destination, she encountered high waves and a rough sea, which drove her against the rocks at Gopnath, gulf of Cambay, and broke her to pieces at 11 P.M. of the 7th April; value R900. Cargo all lost. No life lost.

16. **Khiva.**—A British screw steamer, of Sunderland, 1,452 tons register, official No. 68491, age 20 years, classed at Lloyd's, bound from Bombay to Jeddah, *viâ* Aden, with a general cargo, weighing about 750 tons, 979 passengers, *i.e.*, 760 men, 169 women, 22 boys, 20 girls and 8 infants; and a crew of 79 men.

This vessel left Bombay at 5 P.M. of the 12th April for Jeddah. All went well until the 17th idem. She was then in Lat. 14° 52′ N., Long. 55° 54′ E., Arabian sea. After 8 A.M. of that day, the coal-trimmers were found fainting in the bunkers, and complained of there being a strong smell there. At 4 P.M. the Chief Engineer went into the bunkers with the Serang, and noticed a very stifling heat and a suffocating sickening smell, and reported it to the Captain, who afterwards went down with the Chief Officer and observed a little smoke in the bunker, which kept on increasing. At 6-30 P.M. the Captain had a consultation with his officers as to what was advisable to be done. They decided to put the ship for the nearest coast at Ras Merbat, as they could not tell where the fire had originated, and seeing the ship to be in a dangerous state, they considered it their duty to try and save the lives of those on board. The ship's course was altered and the Chief Engineer was directed to steam as fast as he could. At 6 A.M. of the 18th April land was sighted, and at 7 A.M. the boats were lowered for the passengers. About 2 P.M. the whole of the forepart of the vessel appeared a furnace. Water was pumped on the flames till about 3-30 P.M. when the coals took fire; but it was afterwards discontinued. At 6 P.M. all the pilgrims were away from the ship and

safely landed on shore. By the time the Master and crew left, they found the *Khiva* broadside on to the beach with a list to starboard, half full of water, and burnt clean out. Her windlass and anchors had fallen into the bottom of her. The value of the vessel is estimated at £10,200. The cargo was entirely lost, and about 15 to 20 lives lost. The pilgrims were afterwards brought to Kurrachee by the steamer "*Avoca*," which the Captain obtained from the Sultan of Muskat, and placed in quarantine there, But the Captain, his officers, and crew, returned to Bombay on the 13th May,

A Court of Inquiry held to investigate the circumstances, after carefully considering the evidence, were unable to arrive at any decision as to the origin of the fire; but considered it not improbable that two cases of sandal-wood oil might likely have given off an inflammable vapour which, coming in contact with jute or gunny, might have caused the fire. As regards the loss of life which occurred while the boats were being got ready for landing, owing to a number of pilgrims forcing their way into the port cutter and causing the stern of the boat to fall into the water, and precipitate its occupants into the sea, the Court considered that all necessary steps were taken to try and save them, and that neither the Captain nor any of the officers were to blame for this accident.

17. Gunnishpersad.—A British Indian lateen, of Kurrachee, 97 tons register, official No. 706, age not reported, bound from Porbandar to Bombay, cargo, Porbandar stones and cotton, value unknown ; crew 10 men.

This vessel was entering the harbour of Bombay, and having kept too close to the reefs, near the Prong's light-house, she was driven by the wind against the rocks and capsized, and as she filled with water she broke up at 5 A.M. of the 18th April and was totally lost ; value unknown. Nearly all her cargo was lost. No life lost.

18. Rover.—A British wooden schooner, belonging to Mr. J. H. Holmes of Singapore, 31 tons register, official No. and age not known, bound from Singapore to Paway (Mergui archipelago), with a crew of 4 men ; no cargo.

This vessel was engaged in the pearling business, and when in Lat. 11° 52′ N., Long 98° 28′ E., Burma coast, she is reported to have been wrecked at 5 P.M. of the 18th April ; but no particulars have been furnished. No life lost.

19. Kyan Yah.—A British Burman kattoo, of Tavoy, 57 tons register, official No. not reported, age 20 years, bound from Rangoon to Tavoy with a general cargo, value R1,000, and a crew of 13 men.

Encountered heavy weather in the gulf of Martaban, Burma coast; the vessel being old and rotten, sprung a leak, and was abandoned by the crew. She ultimately foundered at 2 A.M. of the 18th April. The whole of the cargo was lost. Nine of the crew who had left on a raft are supposed to have been lost, as they have not been heard of since. The other 4 men saved themselves by means of a canoe belonging to the kattoo. The value of the vessel is estimated at R2,000.

20. Padaruth.—A native craft, of Cutch, 115 tons register, official No. 1796, age 9 years, not classed, bound from Beypore to Kurrachee, with a cargo of timber and bamboo blinds, value R1,600 ; crew 11 men.

This vessel was caught in a sudden gale of wind when opposite the Calicut light-house, Malabar coast, and having capsized, she foundered at 8 P.M. of the 21st April, and was totally lost ; value R7,000. Cargo all lost. No life lost.

21. **Octopus.**—A British iron dredger, without masts or spars, 275 tons register, official No. 68043, age 20 years, not classed, was engaged in the service of the Calcutta Port Commissioners for dredger work with a crew of 21 men; no cargo.

Collided with No. 2 Hopper barge, at Mullick ghat, Hooghly river, at 3-30 P.M. of the 21st April, as the barge was being turned round, under lines with the assistance of steam alongside of the dredger "*Octopus*;" her bow fouling a buoy she took a sheer and put her rudder through the side of the "*Octopus*," causing that vessel to sink. The value of the damage to the vessel is estimated at ₹88,771. No life lost.

22. **Yan Byan.**—A British Burman kattoo, of Tavoy, 20 tons register, official No. 5, age 7 years, classed as a native craft, bound from Moulmein to Tavoy, with a cargo of paddy and rice, value ₹500; 3 passengers, and a crew of 7 men.

Encountered a strong south-west wind, accompanied with rain, between Yeh and Pandayin, gulf of Martaban, and had her rudder carried away. She then drifted on to the rocks, where she grounded and broke to pieces, at 6 A.M. of the 27th April; value ₹1,000. The cargo was entirely lost. No life lost.

MAY.

23. **Sophia.**—A British Indian wooden brig, of Chittagong, 196 tons register, official No. 19 of 1883, age 11 years, bound from Cochin to Chittagong with a cargo of pepper, cocoanut-oil, and coir, valued at ₹8,000; and a crew of 18 men.

This vessel after loading a fresh cargo of pepper, cocoanut-oil, and coir, left Cochin for Chittagong on the 6th May, and has not been heard of since. She had a double set of sails and was well found for a native vessel. It is believed that she has foundered with all her cargo, and that all hands on board have perished. The value of the vessel is not reported.

24. **Earl of Shaftesbury.**—A British four-masted iron ship, of London, 1,988 tons register, official No. 87146, age 10 years, classed at Lloyd's 100 A. I. bound from Bombay to Diamond Island, in ballast, crew 28 men.

This vessel proceeded on her voyage, and all went well until she reached the Ceylon coast, when she encountered squally and hazy weather, and the Master mistaking Barberyn light for Galle, made too close for the shore. At 2-30 A.M. of the 8th May she struck on the Passi reef, off Akurelli point, near Ambalangoda, 18 miles north-west of Galle, and in seven minutes after, she sank, leaving the top of her foregallant masts projecting above the water. The Master, 2nd Officer, Steward, Sailmaker, and two of the native crew were washed overboard and drowned. The rest of the crew saved themselves by swimming ashore. The value of the vessel is not reported.

25. **Poodia Parody.**—A British Indian wooden brig, of Calicut, 23 tons register, official No. 2, age 11 years, bound from Mangalore to the Kalpeni islands (Laccadives) with a cargo of rice, valued at ₹1,000, and a crew of 10 men.

This vessel was just going over the Mangalore bar, Malabar coast when a heavy sea, or swell, forced her back against the rocks, and dashed her to pieces, at 9 A.M. of the 20th May; value ₹300. The cargo was all lost. No life lost.

26. **Shaw in Shaw.**—A British Indian wooden brig, of Chittagong, official No. $\frac{3}{1878}$, 228 tons register, age 7 years, not classed, bound from Cochin to Chittagong, with a crew of 20 men; no cargo.

This vessel after leaving Cochin went through the Pamban pass *en route* to Chittagong, and at 7 A.M. of the 20th May, when due east of Madras, she encountered a severe gale which carried away her main mast, etc., and having sprung a leak was abandoned on the 22nd May, when in Lat. 15° 34′ N., Long. 85° 59′ E. The crew were rescued by the Master of the steamer *Nubia* and brought to Calcutta. The value of the vessel is estimated at R16,000. There was no cargo on board; but there were R500 on account of the wages of the crew, which were lost.

27. **Suwalla Ramban.**—A British Indian muchwa, of Ratnagiri, 25 tons register, official No. 10,609, age not known, bound from Bombay to Ratnagiri, with a crew of 7 men; no cargo.

This vessel, whilst entering the port of Newra, a sub-port of Ratnagiri, Bombay coast, encountered stormy weather and rough seas at 3-30 P.M. of the 25th May, and being driven against the shore she stranded and was finally lost; value R250. No life lost.

28. **Solomon.**—A British Indian wooden brig, of Chittagong, 220 tons register, official No. not reported, age 1 year, not classed, bound from Cochin to Chittagong, with a general cargo, value R9,500; crew 20 men.

Encountered a cyclone when off Bassein, and had her sails carried away, and sailing under bare poles she succeeded in reaching Odabkhally shoal; south of the Sundeep island, Chittagong coast, where she lost her rudder, became unmanageable, and was abandoned by the crew at 4 P.M. of the 26th May. She is reported to have ultimately burnt down to the water's edge, and lost all her cargo. Value of the vessel R1,500. No life lost.

29. **Fattel Khair.**—A British Indian wooden brig, of Bombay, 40 tons register, official No. 4582, age 4 years, bound from Baliapatam to Bombay, with a cargo of cocoanuts, value R1,700; crew 6 men.

This vessel having encountered heavy weather when off the Malabar coast put into Mangalore for shelter, but the heavy sea threw her into the surf on the shore, where she stranded and broke up at 1 P.M. of the 26th May, value R1,500; cargo partially lost, value R1,000. No life lost.

30. **Salamati.**—A British Indian batela, of Bulsar, 100 tons register, official No. 1,929, age about 40 years, bound from Bhatkal to Bhavnagar, cargo, logs of wood, rafters, beams, coir, etc., value not known; crew 18 men.

This vessel was driven ashore, by the force of the wind, near Honavar, Bombay coast, and broke to pieces at 8 P.M. of the 27th May, value R8,000. The cargo was partly recovered, value not reported. No life lost.

31. **Daria Dowlat.**—A British Indian pattimar, 59 tons register, official No. 2028, about 60 years old, bound from Cochin toBombay; cargo, copra, cocoanuts, coir yarn, and coir rope, valued at R8,000; crew 17 men.

Stranded near Shiralee, on the Malabar coast, where she was driven by the force of the wind, and broke to pieces at 5 P.M. of the 27th May; value R3000. The cargo was partly recovered. No life lost.

32. **Sawai Salamati.**—A British Indian muchwa, of Ratnagiri, 18 tons register, official No. 9,958, age 27 years, bound from Bombay to Ratnagiri, with a crew of 6 men; no cargo.

Encountered stormy weather and rough sea, as she was entering the port of Anjarla for shelter, at 10 A.M. of the 28th May, when she was driven against the shore, and was damaged to the extent of R500. No life lost.

JUNE.

33. **Muttaledchemy.**—A British Indian wooden schooner, of Jaffna, 24 tons register, official No. 61,196, age 20 years, bound from Point Pedro to Mullativoe and Batticaloa, with a general cargo, 13 passengers, and a crew of 13 men.

Sprung a leak on the port side, on the 18th June, and as she filled with water and began to sink, she was run on the Avachan rock, Ceylon coast, where she broke to pieces, and was totally lost, value, R1,500 ; cargo lost, value R90. No life lost.

34. **Franklin.**—A French wooden barque, of Nantes, 553 tons register, official No. 6098, age 28 years, classed at the Bureau Veritas 5/6 L. 11. bound from Réunion to Calcutta, in stone ballast, one passenger, and a crew of 14 men.

This vessel sailed from St. Pierre, Réunion, at 5-30 A.M. of the 15th May, bound for Calcutta. All went well until the 14th June, when she encountered bad weather, during which she labored heavily and made a good deal of water. At midnight of the 18th idem, she passed False Point, and at 7 A.M. of the 19th passed the Ridge light. The Master then steered for the Intermediate light-ship, where he intended to anchor ; but having missed it (the vessel having been removed for repairs), he did not know his exact position ; and noticing a buoy which he afterwards believed to be the Lower Saugor Sand, buoy, he passed it and anchored in Lacum's channel in 8 fathoms, with 45 fathoms of chain. At 3 A.M. of the 20th the chain parted, when he let go a second anchor. This was also carried away. The vessel then drifted to the southward, and at 4 P.M. of the 21st June she struck on the Edmonstone sand, was abandoned by the crew at 3 A.M of the 22nd, and eventually became a total wreck. The crew took to the boats and steered for No. 1 Refuge house, where they remained until the 25th idem, when they were brought to Calcutta in the Port Commissioner's steamer *Cuckoo*. The value of the vessel is not reported. She was insured ; but it is not known for how much. No life lost.

JULY.

35. **Khengati.**—A British Indian muchwa, of Alibag, 6 tons register, official No. 3521, age 33 years, classed as a country sailing craft, was at anchor in the Bombay harbour ; without cargo or crew.

The vessel usually plied at Bundar Revas, but was lying at anchor in the Bombay harbour, on the night of the 31st July, when her anchor rope broke, and having gone adrift, she struck against a rock near Pirwadi, and was damaged to the extent of R100.

AUGUST.

No Wrecks reported during this month.

SEPTEMBER.

36. **Ruparel.**—A British Indian lateen, of Bhavnagar, tonnage, official No. and age, not reported, classed as a country craft, bound from Bhawnagar to Bombay, in ballast, 2 passengers, and a crew of 7 men.

Encountered strong winds whilst on her way to Bombay and had her mast and sails carried away. She was then driven against a rock half a mile from the port of Dantivrá, where she was dashed to pieces at 11 P.M. of the 3rd September. Value of the vessel, Rs. 900. No life lost.

37. **Laxmiprasad.**—A British Indian batela, of Gogo, 54 tons register, official No. 230, age 36 years, bound from Bombay to Bhavnagar, with a cargo of cotton, iron, sugar, etc., valued at ₹16,400; crew 11 men.

Encountered very rough weather on her voyage to Bhavnagar, which carried away her main mast, and breaking her cable she went on a sand bank, about half a mile from Suriah, a village near the Tapti light-house, gulf of Cambay, where she broke to pieces at 3A.M. of the 3rd September. The value of the vessel is estimated at ₹2,000. The cargo was all lost. No life lost.

38. **Swordsman.**—A British screw steamer, belonging to Visram Ebrahim &Co., of Bombay, 1100 tons register, official No. not reported, age 13 years, classed at Lloyd's, bound from Bombay to the Mauritius with a cargo of grain of the estimated value of one lakh of rupees, five passengers, and a crew of 54 men.

This vessel was on her voyage from Bombay to the Mauritius, whilst the Dutch steamer *Gelderland* was travelling from Singapore to Amsterdam, and at 4 A.M. of the 4th September, when they were in Lat. 2° 9′ S., Long. 64° 27′ E, Indian ocean, a collision took place between these two vessels resulting in the "*Gelderland*" cutting the "*Swordsman*" about the bridge and sinking her with all her cargo. One of the passengers (an American missionary) and six of the native crew are reported to have been lost. The *Gelderland* had her stern torn away, her starboard bow plates completely stove in, and the bow plates on the port side were put out of position; and in this condition she put into Colombo, a distance of about 1,200 miles, on the 16th idem. The value of the *Swordsman* is estimated at ₹70,000. The value of the damage done to the *Gelderland* is not reported. She jettisoned about 350 tons of cargo, but the value of the cargo damaged is not reported. No lives are reported to have been lost on board this vessel.

A Court of Enquiry held at Colombo to enquire into the loss of the *Swordsman*, were of opinion, on the evidence adduced, that the *Swordsman's* lights were burning properly, and that the disaster was mainly due to the fact that the 2nd Officer of the *Gelderland* committed an error of judgment in not directing her course to starboard instead of to port shortly before the collision. The Court held that no blame was attached personally to the Captain of either vessel and were also of opinion that great praise is due to the Captain of the *Gelderland* for the steps taken by him to save the lives of the crew of the *Swordsman* and for bringing his ship safely to Colombo under most trying circumstances.

39. **Verisal.**—A native craft, of Cutch Mandvi, 24 tons register, official No. not given, age about 14 years, bound from Cutch Mandvi to Keti bandar; crew 5 men. No cargo.

This vessel having lost her helm in a strong tide, became unmanageable, and having capsized was finally lost near the Toolsier bar, Indus river, Sindh coast, at 6-30 P.M. of the 8th September; value ₹1,000. No life lost.

40. **Dowlatpersad.**—A British Indian kotia, of Cutch Mandvi, registered tonnage and official No. unknown, age 8 years; bound from Madagascar to Bombay, with logs of timber and sugar, value unknown; 38 passengers; and a crew of 12 men.

This vessel after leaving Madagascar, encountered very heavy weather and strong currents, and being driven on the island of Cosmeledo, Indian ocean, at midnight of the 10th September, was totally wrecked, and all her cargo lost. No life lost. The value of the vessel is not reported.

41. **Emamshye.**—A British Indian dinghy, of Kurrachee, 28 tons register, official No. 274, age 11 years, bound from Kurrachee to Keti bandar, with 600 maunds of sulphuric acid, valued at R1,700; one passenger, and a crew of 7 men.

Encountered heavy weather at 3 P.M. of the 19th September, and had her sail carried away; she then became unmanageable and stranded on the Seesa bar, Indus river, Sindh coast. She ultimately became a total wreck. Her value is estimated at R1,000. The cargo was all lost. No life lost.

42. **Mohideen Bux.**—A British Indian wooden brig, of Cochin, 100 tons register, official No. not reported, age 12 years, bound from Chittagong to Naraingunge, in ballast, crew 11 men.

This vessel was proceeding towards her destination when she was suddenly caught in a high gale of wind and capsized, north of Abidi, Chittagong coast, at 1 P.M., of the 22nd September. All attempts to save her were of no avail. She was finally lost, and her papers went down with her. Value estimated at R800. No life lost.

43. **Asimuddin Bux.**—A native craft, of Chittagong, about 63 tons register, official No. not known, age 15 years, bound from Chittagong to Naraingunge with a crew of 10 men; no cargo.

Encountered a violent gale at 1 P.M. of the 22nd September, when about half a mile south-west of Charbongshi, Megna river, Chittagong coast, and being filled with water, she foundered and was totally lost. Value of the vessel R9,000. No life lost.

44. **Humayon Shah.**—An Arab wooden ship, of Muscat, 872 tons register, official No. not reported, age 41 years, bound from Muscat to Calcutta with a cargo of salt, valued at R11,000; and dates, etc., valued at R20,000; 14 passengers, 7 boys, and a crew of 49 men.

This vessel when off False Point light-house Lat. 19°39′ N., Long. 87°20″ E., Orissa coast, was overtaken by a cyclone, which came up the bay of Bengal on the 22nd September. Having lost her sails she became unmanageable, and drifting ashore about 20 miles from the light-house, she became a total wreck on the following morning. She broke up almost immediately after; and 34 out of a total of 70 persons were lost; and those that were saved were washed ashore clinging to the wreckage. The whole of the cargo was lost. The value of the vessel is estimated at R40,000.

45. **Hyder Ally.**—A British Indian wooden barque, of Negapatam, 342 tons register, official No. 7 of 1891; age 14 years, bound from Negapatam to Porto Novo, with a crew of 15 men, no cargo.

This vessel whilst kedging into the Coleroon river parted her head lines, and sheering westward struck heavily against a sandbank on the western side of the channel, and damaged her bottom; she then foundered, and was totally lost at 9 P.M., of the 25th September; Porto Novo flagstaff bearing N.-W. magnetic. The value of the vessel is estimated at R10,000. No life lost.

46. **Ashraffe.**—A British Indian dinghy, of Kurrachee, registered tonnage, official No. and age, not reported; bound from Gogo to Kurrachee, with 10 bundles of gunny bags, value not reported; crew 12 men.

This vessel whilst on her way to Kurrachee sprang a leak, and being old and worn out she foundered with all her cargo at 9 A.M. of the 27th September, when about 60 miles from Ghorabaree, Sindh coast. No life lost.

47. **Stree Venkataswerlu.**—A British Indian wooden brig, of Coconada, 272 tons register, official No. not given, age 30 years, bound from Coconada to Moulmein, with a cargo of til seeds, tobacco, oil and sundries, of the estimated value of ₹30,000, and a crew of 26 men.

This vessel after passing the Moscos encountered rough and hazy weather, which prevented the Master from taking any observations to verify his position; and although every precaution was taken by reducing sail and keeping the lead going, she struck on the Galloper sand, gulf of Martaban, Burma coast, at 2 A.M., of the 29th September, and finally broke up. The cargo was all lost. No life lost.

OCTOBER.

48. **Ranganaizies.**—A British Indian wooden brig, of Negapatam, 191 tons register, official No. not given, age 17 years; bound from Naraingunge to Chittagong with a cargo of jute, value not reported; and a crew of 12 men.

This vessel, whilst at anchor at Lalon, encountered cyclonic weather, and having dragged her anchor close on to the river bank, grounded on a sand bank at Dolath Khan, Megna river, Chittagong coast, at 7 A.M., of the 22nd October, and broke to pieces. Value of the vessel not reported. The whole of the cargo was lost. One life lost.

49. **Omrajan.**—A British Indian wooden schooner, of Rangoon, 85 tons register, official No. not given, age 14 years, bound from Chittagong to Chandpore, with a cargo of railway materials of the approximate value of ₹7,500, and a crew of 9 men.

Encountered cyclonic weather at Aboodia, near Noabhangani, Megna river, Chittagong coast, and having filled with water she foundered with all her cargo on the morning of the 22nd October and was totally lost. Value of the vessel not reported. No life lost.

50. **Lakshminarsinha Swamy.**—A British Indian wooden schooner, of Masulipatam, 48 tons register, official No. not reported, age 12 years, bound from Chittagong to Chandpore, with a cargo of railway materials, value not reported, and a crew of 7 men.

Encountered a cyclonic storm at 7 A.M. of the 22nd October whilst anchored on the Srirampore route, Chittagong coast, and foundered with all her cargo, consisting of 1,250 wooden sleepers. Value of the vessel is estimated at ₹3,000. No life lost.

51. **Venus.**—A British Indian wooden schooner, of Chittagong, 99 tons register, official No. not reported, age 8 years, bound from Naraingunge to Chittagong; cargo, jute, value not reported; crew 10 men.

Encountered a cyclonic storm at 7 A.M. of the 22nd October whilst anchored at Lalon. Having parted both anchors she stranded on the river bank near Noakhally, Chittagong coast, and broke to pieces. The value of the vessel is estimated at ₹4,000. The cargo was all lost. No life lost.

52. **Bombay.**—A British Indian wooden brig, of Bombay, 235 tons register, official No., age and class not given, bound from Naraingunge to Chittagong, with a cargo of jute, value not reported, and ₹565 in cash; two passengers, and a crew of 15 men.

Encountered a cyclonic storm at 6 A.M., of the 22nd October, which carried away her main-yard, washed away her boats from the davits, and broke her main-mast, which fell on the deck and injured it; she then dragged her anchors and stranded on the west of Hattia island, Chittagong coast, and filling with water she lay over on her starboard beam and ultimately capsized and sunk with all her cargo. The value of the vessel is estimated at ₹45,000. Two lives were lost.

53. **Stree Narayana Murti.**—A British Indian wooden schooner, of Coringa, 59 tons register, official No. not reported, age about 9 years, bound from Naraingunge to Chittagong with a cargo of jute, value not reported; one passenger, and a crew of 8 men.

This vessel, whilst laying at anchor near the Hathalia khal on the western side of Sundeep, encountered the cyclone that visited the Chittagong coast at 8 A.M. of the 22nd October, and having parted one of her anchors dragged the other close to Baduchur, where she capsized and was finally lost with all her cargo. Three of the crew and 1 passenger are reported to be missing.

NOVEMBER.

54. **Mahomed Suliman Bux.**—A British Indian wooden schooner, of Tuticorin, 119 tons register, official No. 3, age about 5 years, bound from Masulipatam to Negapatam, with a cargo of paddy and gram, value not reported, and a crew of 12 men.

This vessel having experienced cyclonic weather when within the limits of the village of Kondaladu, in the Nellore district, lost her rudder, drifted ashore at 4 A.M. of the 6th November and was totally lost. The value of the vessel is estimated at about ₹12,000, the cargo lost and jettisoned is valued between ₹6,000 and ₹7,000. No lives were lost, the master and crew saved themselves by swimming to the shore.

55. **Salamat Savai.**—An Arabian dinghy, of Muscat, 168 tons register, official No. not known, age 5 years, bound from Muscat to Kurrachee and Bombay, with a cargo of dates valued at ₹8,000, and a crew of 20 men.

Stranded near Kuchhadi in Porbandar, Kathiawar coast, at 8 P.M. of the 13th November, the vessel having accidentally struck against a rock, damaged her bottom, and as she filled with water, she sank and was finally lost. The value of the vessel is estimated at ₹8,000. The cargo lost and damaged is valued at ₹5,500. No life lost.

56. **Khataupassa.**—A native craft, of Navibandar, 38 tons register, official No. 2, age 20 years, bound from Bombay to Navibandar, with a cargo of cotton-seeds, valued at ₹2,000, and a crew 6 men.

This vessel sailed from Bombay on the 11th, and arrived at Navibandar on the night of the 16th November. The entrance to the creek being full of shoals and reefs, she remained outside. The following day (17th November), as she was about to enter the creek, when a strong gale of wind with a rough sea drifted her ashore, she grounded at the mouth of the creek at 7 P.M., and broke to pieces. Half the cargo was lost, value ₹1,000; and a portion damaged, value ₹500. The value of the vessel is estimated at ₹2,000. No life lost.

57. **Ruparel.**—A British Indian muchwa, of Tarapur, 8 tons register, official No. 1934, at Tarapur; cargo fish, valued at ₹25; crew 8 men.

This vessel whilst out fishing, encountered strong adverse winds about 8 miles from Tarapur, and being capsized was totally lost with all her cargo, at

6 P.M. of the 19th November. The value of the vessel is estimated at R150 Two out of the 8 crew are reported to be missing, the remaining 6 having clung to the mast and other wreckage were drifted ashore.

58. **Ramban.**—A British Indian lateen, of Rai, 14 tons register, official No. 1931, age unknown, classed as a country craft, bound from Manori to Agar Shinkai for the purpose of loading salt; crew 5 men.

Whilst riding at anchor close to the shore, this vessel encountered rough weather and high seas, and having struck against a rock south of the village of Manori, Bombay coast, she broke to pieces at 3 A.M. of the 20th November; value R300. No life lost.

59. **Ruparel.**—A British Indian padow, of Broach, 33 tons register, official No. 1568, age 43 years, bound from Calicut to Bhavnagar with a cargo of timber, etc., value not reported, crew 8 men.

Encountered rough weather at 3 P.M. of the 20th November, when near Bassein, and having put into the Vansi creek, Bombay coast, for shelter, she struck on a sandbank and went to pieces. The value of the vessel is estimated at R1,200. The value of the cargo lost and damaged is not reported. No life lost.

DECEMBER.

60. **Khyber.**—A British steel flat, belonging to the River Steam Navigation Company of Calcutta, 1,500 tons register, official No. not reported, age 3 years; was anchored at Calcutta with a cargo of jute, salt, etc., value not reported; and a crew of 21 men.

This vessel, whilst lying off Cossipore, river Hooghly, was discovered to be in flames about 1 A.M., of the 7th December; and the fire which originated amongst the cargo, soon spread all over the vessel. The fire-engines from Chitpore and the Central station at Calcutta were soon in attendance, but owing to the flat being nearly in midstream, and no boats being available, the hose could not be got in a position to be of any real value. The fire was not got under until the flat was completely gutted. The amount of cargo lost is estimated at R50,000. A portion of the cargo was damaged, value not reported. The origin of the fire is not known. The flat subsequently sunk; value not reported. No life lost.

61. **Taw Baw.**—A British Burman kattoo, of Mergui, 26 tons register, no official No., age 3 years, bound from Mergui to Tongak with a cargo of rattans and knives or dahs, valued at R250, and a crew of 10 men.

Encountered bad weather when off Junkseylon, and having lost her sails, she was driven about until she reached the island of Trinket, where she anchored, to the eastward of Camorta. Owing to there being a heavy sea, two anchors were let go, and both having parted, the Master ran the vessel ashore, and shortly after she broke to pieces at 6 P.M. of the 24th December; value not reported. The cargo was all lost. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Kasi*	198	British inland steamer	January 7th	Botanical Gardens	Calcutta	None
	Mirsapore	520	Do. do.	Do. 11th	At Calcutta		Jute, value ₹5,500
3	*Byculla*	1,072	Do. screw steamer	Do. 13th	Calcutta	Rangoon	General, value not reported.
4	*Raisby*	1,425	Do. do.	Do. 15th	New castle on Tyne.	Aden	Coal, value not reported
5	*Naranprasad*	47	Do. Indian padow	Do. 19th	At anchor in the Mugalla creek.		Babool wood, value ₹276
6	*Fateh Salam*	154	Do. do. ganjar	Do. 21st	Calicut	Kurrachee	Timber and planks, value not reported.
7	*Waroo*	9	Do. do. lateen	Do. do.	Kalyan	Bombay	Hay, value ₹130
8	*Nagpanchini*	7	Do. do.	Do. do.	Do.	Do.	Do.
9	*Victoria Regina*	1,942	Do. iron ship	Do. 25th	New York	Calcutta	Kerosine oil, value unknown
10	*Akbar*	1,441	Do. screw steamer	Do. 26th	Mauritius	Bombay	Sugar, value not reported.
11	*Ethiopia*	1,657	Do. do.	Do. 27th	London	Busra	General, and coals, value not reported.
12	*Labhasavai*	20	Do. Indian padow	Do. 28th	Dahanu	Navsari	Teakwood, value ₹372
13	*Ramprasad*	59	Do. do. batela	February 2nd	Cochin	Broach	Malabar teakwood, value ₹2,500.
14	*Maharani*	1,047	Do. screw steamer	Do. do.	Calcutta	Rangoon	General, value not reported.
15	*Shiravati*	82	Do. do.	Do. 3rd	Goa	Bombay	Do. do.
16	*Santon*	1,622	Do. do.	Do. do.	Cardiff	Do.	Coal, value not reported
17	*Shahzada*	1,046	Do. do.	Do. 4th	Moulmein	Calcutta	General, value not reported.
18	*Darya Sagar*	34	Do. Indian lateen	Do. 5th	Surat	Bombay	Wheat, peas and other grain, value ₹3,148.
19	*Shropshire*	3,632	Do. screw steamer	Do. 7th	Liverpool	Colombo and Rangoon.	General, value not reported.
20	*Southern Cross*	3,311	Do. do.	Do. 9th	Albany	London	Do. do.
21	*Kilpatrick*	597	Do. do.	Do. 17th	Penang	Rangoon	Do. do.
22	*Fatal Rohomon*	999	Arabian composite barque	Do. 23rd	Calcutta	Muscat	Rice, value not reported
23	*Ruparel*	23	British Indian padow	Do. 26th	Broach	Bhavnagar	Bamboos, value ₹4201
24	*Ramaprasad*	82	Do. pattimar	Do. 27th	Cochin	Bombay	Wild turmeric, coir, rope, etc., value not reported.
25	*Mosambique*	2,305	Do. steel barque	Do. do.	Calcutta	Dundee	Jute and castor oil, value ₹6,00,000.
26	*Thorndale*	1,971	Do. screw steamer	Do. do.	Do.	Hamburg	General, value unknown
27	*City of Agra*	2,133	Do. three masted steamer	Do. do.	Do.	London	Do. do.
28	*Garoondadeu Cani Veliveloo.*	290	Do. Indian wooden barque	Do. do.	Coconada	Negapatam and Akyab.	In sand ballast
29	*LaSeyne*	1,851	French three masted screw steamer.	March 31st	Aden	Kurrachee	General, value unknown
30	*Yeshwanti*	6	British Indian lateen	Do. do.	Kalyan	Revdanda	Office records
31	*Aislaby*	1,800	Do. screw steamer	Do. 2nd	Singapore	Port Said	Rice, value ₹2,79,993
32	*Mobile*	930	Do. do.	Do. 18th	Bombay	Zanzibar	General, value not reported
33	*Tara*	50	Do. inland steam launch	Do. 19th	Employed in towing cargo boats in Calcutta.		No cargo
34	*City of Vienna*	4,672	Do. screw steamer	Do. 21st	Calcutta	London	General, value about 12 lacs.
35	*Naderi*	1,169	Do. do.	Do. 31st	Aden	Bombay	Do. value not reported
36	*Laxmee*	9	Do. Indian lateen	Do. do.	At Trombay		Salt, value ₹729
37	*Salamat Prasad*	148	Native craft	Do. do.	Bombay	Uran	No cargo
38	*Vadala*	2,164	British screw steamer	April 2nd	Calcutta	Bombay	General, value not reported

Waters during the year 1893.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Chandpal ghat, Calcutta	Hooghly river	Collision with the S.S. *Ethiopia* and pontoon—Accidental.	None lost	None lost.
Nimtollah ghat	Do. do.	Fire—Communicated accidentally from boats alongside.	Do.	Cargo damaged and lost.
Roypore Reach	Do. do.	Grounding—Error of the Pilot	Do.	None lost.
Lat. 12° 44′ N., Long. 44° 48′ E.	Gulf of Aden	Stranding—Error of the Master	Do.	Do.
Mugalla creek, within the limits of Mutvad	Bombay coast	Sprung a leak—Tides and currents.	Do.	Cargo partially lost.
Coote reef, 2 miles south of Calicut	Malabar do.	Stranding—Error of the Tindal	Do.	None lost.
On the north side of the Kelwa bridge, Thana creek.	Bombay do.	Capsized—Tides and currents.	Do.	Cargo all lost.
Do. do.	Do. do.	Do. Do.	Do.	Do.
On the eastern bank below Fisherman's Point	Hooghly river	Stranding—Accidental	Do.	Do.
Lat. 12°S., Long. 59°E.	Indian ocean	Damage to ship, sails, boats, etc.,—Cyclone.	Do.	Do.
Lat. 29°N., Long. 50° 50′E.	Persian gulf	Grounding—Error of the Pilot	Do.	Do.
On the Karadi creek, near Mutvad	Bombay coast	Sprung a leak—Tides and currents.	Do.	Cargo partially lost.
On a sandbank at Kukerwada ghat, Nerbudda river,	Gulf of Cambay	Grounding—Tides and currents	Do.	Do.
Between Huldea beacon and Huldea Spit buoy	Hooghly river	Do. Error of the Pilot	Do.	None lost.
Off Rajpuri, Lat. 18° 28′ N., Long. 72° 50′ E.	Bombay coast	Damage to Engine—Accidental	1 life lost	Do.
On the Hawatib Kebir island, Lat. 15° 53′ N., Long. 40° 36′ E.	Red sea	Stranding—Error of the Master	None lost	Cargo partly jettisoned.
Camberbatches point	Hooghly river	Grounding—Accidental	Do.	None lost.
5 miles from Bulsar	Bombay coast	Capsized—Heavy weather	Do.	Cargo partly jettisoned.
Near the Bombay-Burma Danidaw Oil Mill, Rangoon river.	Burma Do.	Grounding—Error of the Harbour Master.	Do.	None lost.
Lat. 16° 0′ S., Long 98° 0′ E.	Indian ocean	Damage to Engine—Accidental	Do.	Do.
On the Eastern Grove flats, gulf of Martaban	Burma coast	Grounding—Tides and currents	Do.	Do.
On the flat below Sankral Reach	Hooghly river	Do. Accidental.	Do.	Do.
At Kukerwada ghat, Nerbudda river.	Gulf of Cambay	Capsized.—Tides and currents	Do.	Do. all lost.
On the rocks off the port of Malpe.	Malabar coast	Stranding.—Heavy weather	Do.	Cargo partially lost.
Off Moyapore	Hooghly river	Grounding.—Shallowness of the channel	Do.	None lost.
Calcutta jetties	Do. do.	Collision with the *City of Agra*—Accidental.	Do.	Do.
Do. do.	Do. do.	Do. with the *Thorndale*.—Accidental	Do.	Do.
Abreast of Passage rock off Savage island lighthouse.	Burma coast	Stranding.—Tides and currents	Do.	..
Kurrachee harbour	Sindh do.	Grounding do. do.	Do.	None lost.
On a rock on the south side of the railway bridge at Thana.	Bombay do.	Stranding—Heavy weather	Do.	...
At Shoal Reach, near Devil's point, Bassein river.	Burma do.	Grounding.—Error of the Pilot	Do.	None lost.
Prince's dock, Bombay harbour	Bombay do.	Sprung a leak.—Defective plates	Do.	Cargo partially damaged.
Between the Camperdown Press ghat and Ruttoo baboo's ghat, Cossipore.	Hooghly river	Foundering.—Heavy weather	Do.	...
At James and Mary's	Do. do.	Damage to engine.—Accidental	Do.	None lost.
Lat. 28° 45′ N., Long. 72°21′ E.	Arabian sea	Do. Defective material	Do.	Do.
About half a mile to the north of the Trombay pier.	Bombay coast	Stranding.—Heavy weather	Do.	Cargo partially damaged.
Mora bandar	Do. do.	Do. Tides and currents	Do.	...
At Moymore	Hooghly river	Do. Defective steering gear	Do.	None lost.

Number	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
39	*Dolatpasa*	59	Native craft	April 4th	Broach	Porbandar	Cotton seeds, value Rs2,250
40	*Laxmi Prasad*	16	British Indian padow	Do. 8th	Antora	Bombay	Firewood, value Rs00
41	*Khengly*	12	British Indian mahagiri	Do. 10th	Dabhol	Bombay	Turmeric and jaggery, value not reported.
42	*Gwalior*	548	Do. inland steamer	Do. 11th	At Calcutta.		General and jute, value Rs50,000.
43	*Sherpur*	97	Do. flat				
44	*Talup*	607	Do. Do.				
45	*Laxmee*	10	Do. Indian muchwa	Do. do.	Belapur	Thana	Salt, value Rs1,093-8-0
46	*Daria Dowlat*	16	Do. do. lateen	Do. 12th	Trombay	Bombay	Do. Rs1,440
47	*Laxmipasa*	33	Native craft	Do. 14th	Broach	Jamnagar	Cotton seeds, and peas, value Rs 1,861-5.
48	*Moulmein*	44	British steam launch	Do. 16th	Myehoung	Akyab	Sundries, value Rs6.
49	*Alcyone*	2,147	German four-masted barque	Do. 17th	Diamond island	Falmouth	In ballast
50	*Nowshera*	1,938	British screw steamer	Do. do.	Calcutta	Rangoon	Coal, value not reported
51	*Imberhorne*	1,997	Do. iron ship	Do. 18th	Do.	New York	General, value not reported
52	*Robert Rickmers*	2,210	German four-masted iron barque.	Do. 19th	Rio de Janeiro	Rangoon	Rice, value not reported
53	*Laxmee*	45	British Indian lateen	Do. 20th	Bombay	Kalyan	Kerosine oil, value Rs2,100
54	*MacCullam More*	1,669	Do. iron ship	Do. 21st	Rio de Janeiro	Rangoon	In ballast
55	*No. 2 Hopper Barge*	125	Do. iron steam barque	Do. do.	Employed under the Calcutta Port Commissioners		
56	*Darius*	2,130	Do. screw steamer	Do. 25th	North Shields	Calcutta	Coals, value £3,193-3-0
57	*Lord Spencer*	2,463	Do. ship	Do. 28th	Liverpool	Do.	Salt, value unknown.
58	*Sindia*	2,929	Do. do.	Do. do.	Do.	Do.	Do. do.
59	*Sierra Estrella*	1,435	Do. iron ship	May 4th	Madras	Rangoon	In stone ballast
60	*Umsinto*	1,166	Do. screw steamer	Do. 7th	Calcutta	Cape Town	General, value unknown
61	*Cornubia*	790	Do. iron barque	Do. 10th	Rio de Janeiro	Rangoon	In ballast
62	*Guide*	250	Do. wooden brig	Do. do.	Employed as a pilot brig in the Rangoon river.		
63	*Clan Mackintosh*	2,636	Do. screw steamer	Do. do.	Liverpool	Calcutta	General, value not reported.
64	*Raghunath*	7	Do. Indian hodi	Do. 17th	Ramaj	Alibag	Jungle-wood, value Rs20.
65	*Beatrice*	747	Italian wooden barque	Do. 18th	Surabaya	The Channel (Rangoon).	Timber, value not reported.
66	*Arabia*	2,315	British screw steamer	Do. do.	Calcutta	London	General, value not reported.
67	*Germania*	1,948	Do. do.	Do. 22nd	Batoum	Calcutta	Kerosine oil, value not reported.
68	*Darius*	2,130	Do. do.	Do. 24th	Calcutta	Australia	General, value not reported.
69	*Valiant*	1,582	Do. wooden ship	Do. do.	Muscat	Calcutta	Do. do.
70	*Tarini Prosad*	59	Do. Indian wooden sloop	Do. 25th	Balasore	Do.	Paddy, value Rs7,500
71	*Shah-in-Shah*	437	Do. wooden schooner	Do. 26th	Cochin	Chittagong	General, value Rs4,241
72	*Glengarry*	1,769	Do. iron ship	Do. do.	Liverpool	Calcutta	Wheat and linseed; value not reported.
73	*Rydalmere*	1,246	Do. iron barque	Do. do.	Calcutta	Demerara	General, and rice, value not reported.
74	*Glenfinlas*	2,149	Do. four-masted iron barque	Do. do.	New York	Calcutta	Paraffin oil, value unknown
75	*Wilhelm Tell*	2,932	Do. four-masted steel barque	Do. do.	Calcutta	Hull	Wheat and linseed, value unknown.
76	*Jamshad*	134	Do. Indian ganja	Do. 27th	Calicut	Bombay	Timber, value not reported
77	*Sulthany*	47	Native craft	Do. 28th	Bimlipatam	Do.	Cocoanuts, value not reported.
78	*Bhawani*	21	British Indian muchwa	Do. do.	Kumpta	Mangalore	Tiles, value Rs0
79	*Aston Hall*	2,254	Do. screw steamer	Do. 29th	Bombay	Liverpool	Wheat, etc., value not reported.

Waters during the year 1893—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Porbandar creek	Kathiawar coast	Stranding—Accidental	None lost	Cargo partially lost.
In the Antora creek	Bombay do.	Capsized.—Tides and currents	Do.	Do. do.
2 miles south of Kanderi island	Do. do.	Sprung a leak.—Accidental	None lost	Cargo all lost.
At Juggernath ghat	Hooghly river	Fire.—Unknown	Do.	Do. partially lost.
In the Thana creek, midway between Trombay and Belapur.	Bombay coast	Grounding.—Heavy weather	Do.	Do. do. and partly damaged.
In the Trombay creek, about 100 paces off the Trombay pier.	Do. do.	Do. do.	Do.	Do. partially lost.
About 14 miles from Jamnagar	Kathiawar coast	Do. do.	Do.	Do. do. and partly damaged.
Akyab harbour	Burma do.	Collision with a country boat.—Error of the Tindal of the boat.	Do.	None lost.
Rangoon river	Do. do.	Do. with the *Nowshera*.—Tides and currents.	Do.	.....
Do. do.	Do. do.	Do. with the *Alcyone*.—Tides and currents.	Do.	None lost.
Below Budge Budge	Hooghly river	Grounding.—Error of the Pilot	Do.	Do.
Rangoon river	Burma coast	Collision with the *Alcyone*.—Error of the Harbour Master.	Do.	Do.
North of the Railway bridge at Thana	Bombay do.	Stranding.—Heavy weather	Do.	One tin of oil lost.
Between the Cape and St. Paul's island, Lat. 39° 51′ S., Long. 51° 49′ E.	Indian ocean	Damage to ship.—Tides and currents	Do.	None lost.
At Mullick ghat	Hooghly river	Collision with the dredger *Octopus*.—Accidental.	Do.	.....
Lat. 5° 53′ N., Long. 80° 25′ E.	Bay of Bengal	Fire.—Accidental	Do.	Cargo partly jettisoned.
No. 4, Esplanade moorings, Calcutta	Hooghly river	Collision with the *Sindia*.—Accidental	Do.	None lost.
Do. do.	Do. do.	Do. "Lord Spencer."—Do.	Do.	Do.
At the Koikmalong clumps, Rangoon river	Burma coast	Grounding.—Tides and currents	Do.	.....
Abreast of Seebpore	Hooghly river	Do. Accidental	Do.	Do.
Rangoon river	Burma coast	Collision with the Pilot brig *Guide*.—Tides and currents.	Do.	.....
Do. do.	Do. do.	Do. with the *Cornuvia*.—Tides and currents.	Do.	.....
On the Shipgunge sand	Hooghly river	Grounding.—Accidental	Do.	None lost.
At the entrance of the Revdanda creek	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
Off Botatoung jetty, Rangoon river	Burma do.	Collision with the *Oread*.—Accidental	Do.	None lost.
At Atchipore	Hooghly river	Damage to engine.—Unknown	Do.	Do.
Hooghly Point	Do. do.	Grounding.—Accidental	64 lives lost	Cargo partly jettisoned.
Caffree Reach	Do. do.	Do. do.	None lost	None lost.
Lat. 23° 55′ N., Long. 59° 10′ E.	Gulf of Oman	Sprung a leak.—Heavy weather	Do.	Do.
Kallibag island, Dhamra river	Orissa coast	Do. Cyclone	Do.	Cargo partially lost.
Exact locality not known	Bay of Bengal	Damage to ship.—Do.	Do.	Do. damaged, value ₹400.
110 miles S. 20° W. of the Ridge light-ship	Do. do.	Do. Do.	Do.	Cargo damaged.
North bank of the Roopnarain river at Diamond Harbour.	Hooghly river	Grounding.—Cyclone	Do.	Do.
Budge Budge	Do. do.	Collision with the mooring buoy.—Tides and currents.	Do.	None lost.
On the western side of Diamond sand	Do. do.	Grounding.—Cyclone	Do.	Cargo partly damaged.
At Moraswamy, 5 miles north of Kundapur	Bombay coast	Stranding. Do.	Do.	Do. partially lost.
2 miles north of the port of Kasargode	Madras do.	Do. Heavy weather	Do.	Do. do.
On the rocks near Gokarn	Bombay do.	Do. do.	Do.	Do. all lost.
Lat. 13° 56′ 30″ E., Long. 42° 52′ 30″ E.	Red sea	Damage to engine.—Unknown	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
80	*Pachumba*	554	British screw steamer	May 29th	Cutch Mandvi	Bombay	General, value not reported.
81	*Haripatha*	49	Native craft	Do. do.	Bombay	Porbandar	Kerosine and cocoanut oil, value R2,000.
82	*Halewood*	2,100	British iron ship	Do. 30th	Cardiff	Bombay	Salt, value not reported
83	*Clive*	91	Do. twin screw steamer	Do. do.	Employed in the Hooghly river as a steam tug		
84	*Hydras*	146	Do. Indian wooden brig	June 1st	Kaits	Chittagong	No cargo
85	*Clive*	91	Do. twin screw steamer	Do. do.	Employed in the Hooghly river as a steam tug		
86	*Contermere*	1,686	Do. iron ship	Do. do.	Liverpool	Calcutta	Salt, value not reported
87	*Slieve Roe*	2,667	Do. do.	Do. do.	At No. 3 Prinsep's ghât moorings		
88	*Chusan*	2,509	Do. screw steamer	Do. 13th	Calcutta	London	General, value not reported.
89	*Shagool Hameed*	133	Do. Indian wooden brig	Do. 14th	Pamban	Masulipatam	In ballast
90	*Clyde*	2,198	Do. steel screw three masted steamer.	Do. 15th	London	Calcutta	General, value not reported.
91	*Erlangan*	2,055	German steel screw steamer	Do. do.	Singapore	Marseilles and Hamburg.	Do. do.
92	*Caldar*	400	British screw steamer	Do. 19th	Bombay	Bhavnagar	Do. do.
93	*Horseley Tower*	2,078	Do. fore and aft screw steamer.	Do. 20th	Do.	Dunkirk	Do. do.
94	*Algeria*	2,931	Do. screw steamer	Do. 22nd	Liverpool	Calcutta	Do. do.
95	*Mecca*	919	Do. do.	July 4th	Lingah	Bahrein	Do. do.
96	*Port Glasgow*	900	Do. iron barque	Do. 13th	Mauritius	Calcutta	Gunnies, value R3,00,000
97	*Mahabudh Subani*	13	Do. Indian lateen	Do. do.	Bhiwadi	Bombay	Rice and bran, value R885
98	*Yorkshire*	2,744	Do. four masted screw steamer.	Do. 19th	Liverpool	Colombo	General, value not reported.
99	*Ghindwara*	1,487	Do. screw steamer	Do. 21st	Calcutta	Mauritius	Do. do.
100	*Shahzada*	1,046	Do. do.	Do. 27th	Do.	Chittagong	Do. do.
101	*Tanjore*	1,403	Do. do.	August 3rd	Bombay	Aden	Do. do.
102	*Gisree*	60	Do. Indian iron barge	Do. do.	Kurrachee harbour		Iron, value R2,500
103	*Sattyaboty*	101	Do. do. wooden schooner	Do. 8th	Naraingunge	Chittagong	General, value R2,600
104	*Amanath Rohaman*	119	Do. do. brig	Do. do.	Do.	Do.	Do. value R5,000
105	*Omrafan*	85	Do. do. barque	Do. do.	Do.	Do.	Do. value R3,500
106	*Shakye*	4	Do. do. dinghy	Do. 12th	Sakri	Kurrachee	Barley and bones, value not reported.
107	*Rajpootana*	1,312	Do. screw steamer	Do. 13th	Calcutta	Bombay	General, value not reported.
108	*Elax*	2,612	Do. do.	Do. 15th	Batoum	Madras	Petroleum in bulk, value unknown.
109	*Meyun*	91	Do. do.	Do. 16th	Aden	Perim and Zella	General, value not reported.
110	*Do.*	91	Do. do.	Do. 23rd	Do.	Do.	Do. do.
111	*Nerbudda*	1,948	Do. do.	Do. 20th	Calcutta	Bombay *vid* coast ports.	Do do.
112	*Kasi*	197	Do. Inland paddle steamer.	Do. 23rd	Employed as a harbour tug in the Hooghly river		
113	*Pundua*	2,156	Do. screw steamer	Do. 27th	Calcutta	Singapore	General, value not reported.
114	*Avoca*	3,410	Do. do.	Do. 29th	Do.	London	Do. do.
115	*Evesham Abbey*	1,613	Do. iron ship	Do. 31st	Liverpool	Madras and Calcutta.	Salt, value not reported
116	*Hydrooie*	92	Do. Indian wooden brig	September 3rd	Colombo	Tuticorin	Areca nuts, rafters, allia sticks, skins, and fruits, value R7,500.
117	*Gelderland*	1,360	Dutch screw steamer	Do. 4th	Singapore	Amsterdam	General, value not reported.
118	*Culna*	1,469	British screw steamer	Do. 7th	Calcutta	Rangoon	Coals, value not reported.
119	*Loch Carron*	2,075	Do. iron ship	Do. 12th	Calcutta	Melbourne	Molasses and gunnies, value R27,480.
120	*Harsingar*	83	Do. Indian muchwa	Do. do.	Keis	Busrah	In ballast
121	*Lahore*	477	Do. Inland steamer	Do. 12th	Jute stations	Calcutta	Jute, value not reported

Waters during the year 1893—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near the Porbandar light-house	Kathiawar coast	Grounding.—Accidental	None lost	None lost.
At the entrance of the Porbandar creek	Kathiawar coast	Stranding.—Tides and currents	Do.	Cargo slightly damaged, value ₹25.
Hooghly point	Hooghly river	Grounding.—Do. do.	Do.	None lost.
At No. 4, Esplanade moorings, Calcutta	Do. do.	Collision with a cargo boat.—Accidental	Do.	...
On the west side of the Luckiachur	Chittagong coast	Do. with the *Lady*.—Tides and currents.	Do.	...
Fulta point	Hooghly river	Grounding.—Defective machinery	Do.	...
No. 3 Prinsep's ghât moorings	Do. do.	Collision with the *Sliece Roe* and mooring buoy.—Error of the Harbour Master.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Cambermere*.—Error of the Harbour Master.	Do.	...
At Garden Reach	Do. do.	Grounding and collision with the *Aral* wreck buoy—Error of the Pilot.	Do.	None lost.
Near Kottapatam in the Nellore district	Madras coast	Damage to masts, etc.—Heavy weather	Do.	...
Hooghly Point	Hooghly river	Grounding.—Tides and currents	Do.	None lost.
About 400 miles east of Dondra head	Ceylon coast	Damage to engine.—Unknown	Do.	Do.
On the Gulwala bank	Gulf of Cambay	Grounding.—Heavy weather	Do.	Do.
Lat. 18° 46′ N., Long 67° 29′ E.	Arabian sea	Sprung a leak. do.	Do.	Cargo partly jettisioned and partly damaged.
North beach, Perim island	Gulf of Aden	Grounding.—Accidental	Do.	None lost.
Fasht-ad-Dibal shoal, Lat. 26° 18′ N., Long. 50° 57′ E.	Persian gulf	Do. Incorrect chart	Do.	Do.
Garden Reach	Hooghly river	Collision with the tug *Rattler*.—Accidental.	Do.	Do.
On the west side of the Kilwa Bridge, Thana creek.	Bombay coast	Stranding.—Tides and currents	Do.	Cargo lost, value ₹455, damaged ₹430.
About 3 miles outside Colombo harbour	Ceylon do.	Fire.—Unknown	Do.	Do. damaged, value ₹50.
Below Fishermen's Point	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Garden Reach	Do. do.	Collision with a cargo-lighter.—Error of the manjee of the lighter.	Do.	Do.
Lat. 18° 52′ N., Long 68° 23′ E.	Arabian sea	Damage to engine.—Tides and currents	Do.	Do.
South end of the Railway wharf, Kurrachee harbour.	Sindh coast	Sprung a leak.—Accidental	Do.	Do.
On the east side of Sundeep	Chittagong coast	Loss of anchor and chain.—Heavy weather	Do.	Cargo partially damaged.
Fezarmar chur, Jelcherra river	Do. do.	Do. do.	Do.	Do. do.
Do. do.	Do. do.	Do. do.	Do.	Do.
Near Jhari Daraya	Sindh do.	Loss of sail, etc. do.	Do.	Do. all lost.
Below Fulta creek	Hooghly river	Stranding.—Tides and currents	Do.	None lost.
In the Madras harbour	Madras coast	Grounding.—Do. do.	Do.	Do.
Westward of the Ifat shoal	Gulf of Aden	Collided with the Ifat shoal buoy.—Tides and currents.	Do.	Do.
On Shah Sheikh Yacoob	Do. do.	Grounding.—Heavy weather	Do.	Do.
Moyapore bank	Hooghly river	Do. Tides and currents	Do.	Do
Hooghly bridge	Do. do.	Collision with No. 20 Pontoon.—Accidental	Do.	...
Garden Reach	Do. do.	Do. with the *Aral* wreck buoy.—Tides and currents.	Do.	None lost.
Garden House point	Do. do.	Grounding.—Alteration in the channel	Do	Do.
At Budge Budge	Do. do.	Loss of anchor and chain.—Tides and currents.	Do.	Do.
North-west of Colombo	Gulf of Manar	Collision with the S. S. *Kerbela*.—Error of the Master.	Do.	Do.
Lat. 2° 9′ S., Long 64° 27′ E.	Indian ocean	Do. with the *Gelderland*.—Accidental.	Do.	Cargo jettisoned and damaged.
Above Jarmakers Reach	Hooghly river	Grounding—Tides and currents	Do.	None lost.
Westward of the Upper Gaspar light-ship	Do. do.	Do. Error of the Master	Do.	Do.
Between Dowasir and Mohammerah on the Shat-el-Arab.	Persian gulf	Collision with a Persian buggalow.—Heavy weather.	Do.	...
Near Camberbatches point	Hooghly river	Do. with a country boat.—Error of the manjee of the boat.	1 life lost	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
122	*Rampasa*	14	Native craft	September 14th	At Porbandar		Sugar, wheat, etc., value R710.
123	*Krishnapersad*	23	British Indian lateen	Do. 20th	Malwan	Bombay	Chillies, turmeric, cocoa-nuts, caju-nuts, brooms and gunny bags, value R7,557.
124	*Waghee*	21	Do. do.	Do. do.	Broach	Surat	Bamboos, value R180
125	*Sheikh Berkhud*	157	British screw steamer	Do. 23rd	Aden	Zeilah and Bulbar	General, value not reported.
126	*Laxoomi*	2	Do. Indian hodi	Do. 24th	At Sea		Fishing nets, value R100
127	*Canara*	1,216	Do. screw steamer	Do. 26th	Calcutta	Moulmein	General, value not reported
128	*Pachumba*	867	Do. do.	Do. 29th	Kurrachee	Bombay	Do. do.
129	*Kelton*	1,776	Do. four masted ship.	October 8th	Calcutta	Boulogne	Jute, value not reported
130	*Theyseer*	67	Persian bhoom	Do. 9th	Kurrachee	Bushire	Kerosine oil, matches and charcoal, value R2,000.
131	*Warren Hastings*	583	British twin screw steamer	Do. 10th	Employed as a steam tug in the Hooghly river.		
132	*Laxmi*	26	Do. Indian lateen	Do. 12th	Trombay	Bombay	Rice, value R3,391-8-0
133	*Pathemari Laxoomi*	51	Do. do.	Do. 13th	Ratnagiri	Sadashivgad	No cargo
134	*Louise*	414	French iron barque	Do. 20th	Réunion	Calcutta	In ballast
135	*Cargo boat No. 719*	116	Native craft	Do. 21st	Calcutta	Chandbally	Kerosine oil, value R3,550
136	*Janoki Bilas*	65	British Indian wooden schooner.	Do. do.	Chittagong	Naraingunge	Not reported
137	*Kaffir*	1,774	British fore and aft steamer	Do. do.	Do.	Port Said	Jute, value not reported
138	*Woodburn*	1,425	Do. iron ship	Do. 22nd	Do.	Dundee	Do., value R3,80,000
139	*Lutchar Rohoman*	174	Do. Indian wooden brig	Do. do.	Naraingunge	Chittagong	Jute, value R28,280
140	*Cochin*	232	Do. do.	Do. do.	Chittagong	Naraingunge	In sand ballast
141	*Sophia*	179	Do. do.	Do. do.	Naraingunge	Chittagong	Do. R23,875
142	*Rohul Amanath*	157	Do. do.	Do. do.	Do.	Do.	Do. R29,050
143	*Shukraprasad*	27	Do. suwalla	Do. 26th	Mora	Calicut	Salt, value R3,240
144	*Nelayathatchy*	105	Do. wooden brig	Do. do.	Car. Nicobar	Calcutta	Cocoanuts, value R1,800
145	*Chancellor*	3,037	British screw steamer	Do. 31st	Liverpool	Do.	General, value not reported.
146	*Katheriah*	116	Do. Indian wooden brig	November 5th	Masulipatam	Negapatam	Paddy, rice, and corriandar, value R8,000.
147	*Dulwich*	2,111	Do. screw steamer	Do. 6th	Cardiff	Aden	Coal, value not reported
148	*Fatey Salamat*	92	Native craft	Do. 9th	Busra	Bhavnagar	Wet dates, value R7,000
149	*Rauenthaler*	1,830	German screw steamer	Do. 10th	Hamburg	Calcutta	General, value unknown
150	*Mona Mari*	16	British Indian lateen	Do. 15th	Bhiwindi	Bombay	Rice, value, R1,722, and husks, value R82.
151	*Ramban*	9	Do. do.	Do. 19th	At Dantivra	.....	No cargo
152	*Bhawani*	6	Do. do.	Do. do.	At Mandwa	.....	No cargo
153	*Daria Dolat*	29	Do. wooden barque	Do. do.	Porbandar	Surat	Stone slabs, value R90
154	*Fateh Karim*	92	Arabian ganja	Do. do.	Bombay	Muscat	Rice, oil, saltpetre, etc., value R7,649.
155	*Khatanpasha*	50	Native craft	Do. 19th	Do.	Salaya	Petroleum, valued at R3,000.
156	*Tusi alias Nurshekena*	40	Do. do.	Do. do.	Margam	Porbandar	Cotton seeds and oil, value not reported.
157	*Kashiprasad*	27	British Indian wooden barque.	Do. 20th	Rajpura	Bulsad	Fish, value R1,295
158	*Ameena Rahiman*	191	Do. do. wooden brig	Do. 22nd	Negapatam	Adrampatam	Rice, in bags, value not reported.
159	*Yashwanti*	7	Do. Indian lateen	Do. 24th	Bombay	Pen	Cocoanuts, value R300
160	*Nerbudda*	1,948	Do. screw steamer	December 4th	Penang	Rangoon	General, value not reported.
161	*Nawab*	2,841	Do. do.	Do. 13th	Bombay	Calcutta	Do. do.
162	*Rampersad*	17	Do. Indian lateen	Do. 17th	Malwan	Kundapur	Salt, value R1,728

Waters during the year 1893.—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Barno Shirno, Porbandar harbour	Kathiawar coast	Grounding.—Tides and currents	None lost	Cargo partially lost and partly damaged.
Opposite Moombri, a sub-port of Devgad	Bombay do.	Capsized.—Heavy weather	Do.	Cargo all lost.
On a sandbank, about 6 miles from Dumas shore.	Do. do.	Stranding. Do.	Do.	Do. jettisoned.
On the Sea Gull shoal, off Zeilah	Gulf of Aden	Grounding.—Error of the Master	Do.	None lost.
At Majalee, near the Parker Rock buoy	Bombay coast	Collision with the steamer *Sabermati*.—The bodi not exhibiting lights	Do.	Do. all lost.
At the Eastern gut	Hooghly river	Do. with the *Waterloo* wreck buoy—Accidental.	Do.	None lost.
Between Boyt and Dwarka	Kathiawar coast	Grounding.—Tides and currents	Do.	Do.
On the Culpee Roads	Hooghly river	Collision with the tug *Dalhousie*.—Error of the Master of the tug.	Do.	Do.
In Kurrachee harbour	Bombay coast	Fire.—Unknown	Do.	Do.
Garden Reach	Hooghly river	Stranding.—Tides and currents	Do.	.....
Near the Pestinshaw salt works, Trombay creek.	Bombay coast	Grounding.—Heavy weather	Do.	Cargo partially lost and partly damaged.
About 5 miles north-west of Oyster Rock-light	Do. do.	Capsized. Do.	Do.	None lost.
At Atchipore	Hooghly river	Collision with the steam tug *Rattler*.—Tides and currents.	Do.	Do.
On the north of the Dhamra river	Orissa coast	Grounding.—Tides and currents	Do.	Cargo partially lost and partly damaged.
Lalon river, Naraingunge	Chittagong coast	Loss of masts, anchor, etc.—Cyclone	Do.	Not reported.
Off the Chittagong coast	Bay of Bengal	Damage to ship Do.	Do.	None lost.
Do. do.	Do. do.	Do. Do.	Do.	Cargo partly jettisoned and partly damaged.
At Moonshi chur, near Sundeep	Chittagong coast	Do. Do.	Do.	None lost.
At Lalon chur	Do. do.	Do. Do.	Do.	.....
At No. 4 buoy Kurnafulli river	Do. do.	Collision with the *Hollinwood*. Do.	Do.	None lost.
Near Kekras chur at Shahazpur	Do. do.	Grounding Do.	Do.	Do.
On the rocks near the Yeshwantgad fort in the Jaitapur creek.	Bombay do.	Capsized.—Heavy weather	Do.	Cargo all lost.
Lat. 22° 10′ N., Long. 93° 30′ E.	Indian ocean	Loss of masts, etc.—Cyclone	Do.	Do. partly jettisoned.
In the Jellingham Channel	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Between Pondicherry and Porto Novo	Madras coast	Damage to ship.—Cyclone	Do.	Cargo jettisoned and damaged.
Settlement point, cape Babelmandeb	Gulf of Aden	Grounding.—Tides and currents	Do.	None lost.
Near the Cutch Mandvi light-house	Sindh coast	Stranding do.	Do.	Cargo partly lost and partially damaged.
At Hooghly point	Hooghly river	Grounding do.	Do.	None lost.
Near Pirpoule in the Trombay creek	Bombay coast.	Loss of mast, sail, etc.—Heavy weather	Do.	Cargo partially lost and partly damaged.
About 2 miles off Dantivra	Do. do.	Stranding Do.	Do.	.....
At Mandva	Do. do.	Grounding Do.	Do.	.....
About half a mile from Rajpura	Kathiawar do.	Stranding Do.	Do.	Cargo jettisoned.
In the harbour of Dhamlej under Sutrapada	Do. do.	Do. Do.	Do.	Do. partially lost.
Near Shimar bandar	Kathiawar coast	Do. Cyclone	Do.	Do. partially lost.
Between the village of Bhakador and the roadstead of Vara Swarup.	Do. do.	Do. do.	Do.	Do. partially jettisoned and partly damaged.
About three-fourths of a mile from Rajpura	Do. do.	Do. Do.	Do.	Do. all lost.
One mile north of the village of Pushpavanam	Madras do.	Do. Do.	Do.	Do. partially lost.
Opposite Pirwadi	Bombay do.	Do. Tides and currents	Do.	Cargo all lost.
Monkey Point battery, Rangoon river	Burma do.	Do. do.	Do.	None lost.
Between Jarmaker's Reach and Mooneekhally Point.	Hooghly river	Collision with a country boat—Error of the Serang in charge of the boat.	Do.	Do.
Opposite the port of Newty	Bombay coast	Sprung a leak.—Heavy weather	Do.	Cargo all lost.

CASUALTIES OCCURRED IN 1893.

JANUARY.

1. **Kasi.**—A British inland steamer ; belonging to the India General Steam Navigation Company, of Calcutta ; 198 tons register; official No. 85,160 ; employed as a permanent harbour tug in the Hooghly river.

This vessel was engaged on a charitable excursion trip, for the conveyance of about 90 children of the Baptist Mission Sunday School, to the Botanical Gardens ; and whilst returning to Chandpal ghat, on the evening of the 7th January, for the purpose of landing the passengers, she collided with the S.S. *Ethiopia* and damaged the pontoon. Value of the damage not reported. The *Kasi* and *Ethiopia* sustained no damage. No life lost.

2. **Mirzapore.**—A British inland iron steamer ; belonging to the India General Steam Navigation Company, of Calcutta ; 520 tons register ; no official No., age 31 years ; bound from Goalundo to Calcutta with a cargo of jute ; value ₹5,500 ; crew 56 men.

This vessel was anchored at Nimtollah ghat, Hooghly river, at 3 P.M. of the 11th January, when a fire broke out among the cargo on the fore deck. Assistance was rendered by the Floating Fire Engine and Land Brigade ; but the fire was not extinguished until considerable damage was done to the upper deck and when nearly the whole of the cargo was destroyed. The value of the damage done to the vessel is not reported. The damage done to the cargo by fire and water is estimated at ₹4,900. The Company's Flat No. 10, which was alongside, was also partially damaged. The fire is supposed to have been communicated from boats alongside.

3. **Byculla.**—A British screw steamer, of Glasgow, 1072 tons register ; official No. 78,617, age 15 years ; bound from Calcutta to Rangoon ; cargo, general, value not reported.

Grounded at Roypore Reach, river Hooghly, as she was proceeding down under pilotage charge at 9-30 A.M. of the 13th January. She was aground for about 15 seconds, but sustained no injury. No life lost. The accident is attributed to an error of the Pilot. No damage to cargo. No life lost.

4. **Raisby.**—A British screw steamer, of West Hartlepool ; 1425 tons register ; official No. 97,378, age 4 years ; classed at Lloyds 100 A.I. ; bound from Newcastle-on-Tyne to Aden ; cargo, coal, value not reported ; crew 23 men.

Stranded off the entrance to Aden harbour, Lat. 12°44′ N., Long. 44°48′ E. at 11 P.M. of the 15th January, owing to the Master having apparently mistaken Jebel Hassan for the Aden highlands. She floated off again without assistance, having sustained no damage. No loss of cargo. No life lost.

5. **Naranprasad.**—A British Indian padow, of Surat ; 47 tons register ; official No. 2,944, age 48 years ; classed as a country coasting vessel ; at anchor in the Mugalla creek ; cargo, babul wood, value ₹270 ; crew 12 men.

This vessel, whilst laying at anchor in the Mugalla creek, within the limits of Matvad, Bombay coast, was driven against a big log of wood by the force of the spring-tide at 4 P.M. of the 19th January. She was thrown on her beam-ends, her side was stove in, she sprung a leak and was damaged altogether to the extent of ₹400. Cargo to the value of ₹50 was lost. No life lost.

6. **Fateh Salam.**—A British Indian ganja, of Kurrachee; 154 tons register; no official No., age not known; not classed; bound from Calicut to Kurrachee with a cargo of timber and planks, value not reported; crew 13 men.

Stranded on Coote reef, two miles south of Calicut, Malabar coast, at 10 A.M. of the 21st January. She was towed back into the inner harbour of Cochin, and the damage sustained has been estimated at R2,000. The accident is attributed to the Tindal being ignorant of the existence of the reef and foul ground in the vicinity. No damage to cargo. No life lost.

7. **Waroo.**—A British Indian lateen, of Panvel; 9 tons register; official No. 3,299, age 32 years; classed as a country craft; bound from Kalyan to Bombay with a cargo of hay, value R130; crew 11 men.

This vessel was lashed together with the *Nagpanchini*, and both vessels were anchored on the north side of the Kelwa bridge, Thana creek, Bombay coast, at 5 P.M. of the 21st January; when owing to heavy winds, and a strong current, both vessels capsized and were damaged to the extent of one rupee. The whole of the cargo was thrown out and lost. No life lost.

8. **Nagpanchini.**—A British Indian lateen, of Panvel; 7 tons register; official No. 3,399, age 7 years; classed as a country craft; bound from Kalyan to Bombay with a cargo of hay; crew 11 men.

(*For details of the accident to this vessel, see Casualty No. 7.*)

9. **Victoria Regina.**—A British iron ship, of Liverpool; 1,942 tons register; official No. 84,191, age 12 years; classed at Lloyd's + 100 A.I.; bound from New York to Calcutta with a cargo of kerosine oil.

This vessel, whilst proceeding up under pilotage charge, and in tow of the steam tug *Retriever*, slightly bilged on the eastern bank, below Fisherman's point, Hooghly river, at 5-30 P.M. of the 25th January. She did not stop her way and apparently sustained no injury. No damage to cargo. No life lost.

10. **Akbar.**—A British screw steamer, of Bombay; 1,441 tons register; official No. 53,524; classed at Lloyd's 100 A. I; bound from Mauritius to Bombay with a cargo of sugar, value not reported; 89 passengers, and a crew of 80 men.

Encountered cyclonic weather, on the 26th and 27th January, when in Lat. 12° S., Long 59° E., Indian ocean; and had three of her life-boats badly damaged, sails blown away, steam steering gear smashed, davits bent, and deck strained, etc., value not reported. No damage to cargo. No life lost.

11. **Ethiopia.**—A British screw steamer, of London; 1,657 tons register; official No. 97,879, age 3 years; bound from London to Busra with a general cargo and coals, value not reported; one passenger, and a crew of 27 men.

Grounded at 2 P.M. of the 27th January, in the channel leading to the inner roads of Bushire, Lat. 29° N., Long 50° 50′ E., Persian gulf. She remained aground from the 27th January to part of the next day, when she got off without assistance. The accident is attributed to an error of the Pilot. The vessel sustained trifling damage, value not reported. No loss of cargo. No loss of life.

12. **Labhsawai.**—A British Indian padow, of Surat; 20 tons register; official No. 4,124; classed as a country coasting vessel; age not known; bound from Dahanu to Navsari; cargo, teakwood, value R372; crew 9 men.

This vessel, whilst passing up the Karadi creek, near Matvad, Bombay coast, at midnight of the 28th January, struck on a log of wood, and had her

side stove in. She was damaged to the extent of R200, and a portion of the cargo of the value of about R20 was washed overboard and lost. No life lost.

FEBRUARY.

13. **Ramprasad.**—A British Indian batela, of Broach, 59 tons register; official No. 1,563, age 32 years; classed as a country coasting vessel; bound from Cochin to Broach, with a cargo of Malabar teak wood, value R2,500; crew 11 men.

Grounded on a sand bank at Kukerwada ghat in the Nerbudda river, at 6 A.M. of the 2nd February. She had her side stove in, and as she shipped water her cargo was washed overboard. The damage to the vessel is estimated at R250. Cargo lost R200. No life lost.

14. **Maharani.**—A British screw steamer, of Liverpool; 1,047 tons register; official No. 81,274, age 14 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Rangoon, with a general cargo, value not reported; 4 first class, and 50 deck passengers; crew 54 men.

Grounded between Huldea beacon and Huldea Spit buoy, river Hooghly, as she was proceeding down under pilotage charge at 4 P.M. of the 2nd February. She floated off again at 8-30 P.M. without sustaining any damage. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

15. **Shiravati.**—A British screw steamer, of Bombay; 82 tons register; official No. 89,942, age 9 years; bound from Goa to Bombay with a general cargo, value not reported; 629 passengers.

The vessel left Goa on the 1st February for Bombay, and all went well until 11-30 P.M. of the 2nd idem, when 2 studs of the feed pump cover broke. On the following day the cross head of the donkey engine, which was being worked then, also broke; and the anchor was dropped to allow of the repairs being carried on. At that time the vessel was off Jinjira, Bombay coast, at a distance of 4½ miles from the shore. The feed pump and donkey engine having been repaired, the vessel proceeded on her voyage. After she had gone about 51 minutes noises were heard in the stoke-hole, and a fireman came up who told the Master that he had been burnt by steam or water escaping from the smoke-box. The Master immediately took the man into the 1st class saloon and applied the white of eggs to his burns. The safety valve was opened and the steam worked off, and after about 15 minutes the Chief Engineer was enabled to go in to the stoke-hole and examine the boiler, when he found that the upper right hand tube of the right hand boiler had burst; and he also noticed that two other tubes had collapsed. The anchor was dropped and the disabled signal hoisted. At 11 P.M. of the same night, the vessel was taken in tow by the S. S. *Brahmini* and brought abreast of Alibag, and from there she was towed by the S.S. "*Shastri*" to Bombay, where she arrived at half-past 11 o'clock on the morning of the 4th. The injured fireman was at once removed to the Goculdass Tejpal hospital, where he died on the following day. A Coroner's inquest was held, and a verdict was returned that he had died from scalds caused by the bursting of boiler tubes on board the *Shiravati*.

A Court of Inquiry held to investigate the circumstances considered that the bursting of the tube was accidental, and could not have been foreseen; and that no blame is attributable to any of those in charge.

No damage to cargo. One life lost.

16. **Santon.**—A British screw steamer, of Melbourne; 1,622 tons register;

official No. 96,607, age 3½ years; classed at Lloyd's 100 A.I; bound from Cardiff to Bombay, with a cargo of coal; 2 passengers, and a crew of 27 men.

Stranded on the Hawatib Kebir island at 5 A.M. of the 3rd February, when in Lat. 15°53′ N., Long. 40° 36′ E., Red sea. It appears that this vessel left the Canal on the 29th January, and proceeded down the gulf of Suez. She passed Shadwan at 4-50 P.M. of the 30th idem; and on the 1st February at 20-30 A.M., she passed the Dædalus, steering true S. 29° E. and allowing an error of 7 degrees westerly. At 10 P.M. of the 2nd the course was altered to by E. ¾ E. easterly, and no soundings were taken during the night. At 4 A.M. of the 3rd, there was a light easterly wind, the weather was cloudy, and there was a haze on the horizon. At 5 P.M. a low dark line was visible nearly ahead, and before the day had begun to dawn, the ship was aground, apparently on a sandy bottom. At about 10 A.M. ten to thirteen tons of coal were thrown overboard from No. 3 hold. At 11 A.M. the water was rising, and at noon the engines were manœuvred, and soon after the vessel floated off. The wells were sounded, and it appeared that she had made no water. At about 1-20 P.M. the vessel proceeded on her voyage and arrived at Bombay on the 13th February, where she was surveyed by the Shipwright Surveyor of the port, who reported that the vessel had sustained no injury. The value of the cargo jettisoned is not reported. No life lost.

A Court of Inquiry held to investigate the circumstances, after carefully considering the evidence, were of opinion that the stranding was due to inefficient navigation, attended with careless watch-keeping and lax discipline.

17. **Shahzada.**—A British screw steamer, of Liverpool; 1,046 tons register; official No. 78,848, age 15 years; classed at Lloyd's 100 A.I.; bound from Moulmein to Calcutta with a general cargo; 12 deck passengers, and a crew of 54 men.

Grounded at Camberbatches point, river Hooghly, as she was proceeding up under pilotage charge on the 4th February, owing to her engine having worked ahead instead of astern. She came off immediately without losing her way, and without sustaining any injury. No damage to cargo. No life lost.

18. **Darya Sagar.**—A British Indian lateen, of Surat; 34 tons register; official No. 3,501, age not known; classed as a country craft; bound from Surat to Bombay with a cargo of wheat, peas, and other grain, value R 3,148-8-0; crew 10 men.

Encountered a sudden gale of wind at 10 P.M. of the 5th February, when 5 miles off Bulsar, Bombay coast, and being capsized a portion of the cargo of the value of R400 had to be jettisoned to lighten the vessel, which was eventually brought to Tarapur. The damage to the vessel is estimated at R300. No life lost.

19. **Shropshire.**—A British screw steamer, of Liverpool; 3,632 tons register; official No. 99,319, age 1 year; classed at Lloyds 100 A.I.; bound from Liverpool to Colombo and Rangoon, with a general cargo, and a crew of 118 men.

This vessel, on reaching her destination on the 7th February, proceeded up the Rangoon river under pilotage charge, and at 9-30 A.M. dropped anchor near the Bombay-Burma Danidaw Oil Mill. She lay there till about 1-50 P.M. when she suddenly took a sheer which placed her nearly across the ebb tide, and soon afterwards she took the ground. She was aground for nearly an hour, when she floated off and was brought up apparently without having sustained any damage. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances, were of opinion that the Harbour Master was to blame for the accident, and that he should be severely censured.

20. **Southern Cross.**—A British screw steamer, of London; 3,311 tons register; official No. 101,926, age 1 year; classed at Lloyd's; bound from Albany to London with a general cargo; 1 passenger, and a crew of 71 men.

This vessel is reported to have lost the blades of her propeller between the 9th and 12th February whilst in the Indian ocean, Lat. 16°0′ S., Long. 98°0′ E. She put into Colombo for repairs, but the value of the damage is not reported. No loss of cargo. No life lost.

21. **Fitzpatrick.**—A British screw steamer, of Penang; 597 tons register; official No. 63,733, age 23 years; bound from Penang to Rangoon, with a general cargo, and a crew of 75 men.

Grounded on the Eastern Grove flats, gulf of Martaban, Burma coast, as she was proceeding up the Rangoon river, at 5-10 A.M. of the 17th February. She was aground for about 8 hours and floated off again without sustaining any damage. No loss of cargo. No life lost.

A Court of Inquiry was held to investigate the circumstances, and to try the Master on charges of rash and negligent navigation in five instances, as framed by the Local Government representative. The Court considered that there was not enough evidence to proceed against the Master, or to deal with his certificate, and that in their opinion the accident was due to the weather being hazy and the tide unusually strong.

22. **Fatal Rohoman.**—An Arab wooden composite barque, of Muscat; 999 tons register; no official number, age 20 years; classed 12 A.I.; bound from Calcutta to Muscat with a cargo of rice, value R95,000, crew 43 men.

Grounded on the flat below Sankral creek, river Hooghly, as she was proceeding down under pilotage charge, and in tow of the *S.S. Dalhousie*, at 8 A.M. of the 23rd February; owing to the vessel having taken a sheer for the bank and failing to recover herself. No damage to vessel or cargo. No loss of life.

23. **Ruparel.**—A British Indian padow, of Surat; 23 tons register; official No. 4,097, age 49 years; classed as a country coasting vessel; bound from Broach to Bhavnagar with a cargo of bamboos, value R420; and a crew of 6 men.

Capsized at midnight of the 26th February owing to a strong current which she experienced at Kukerwada ghat, Nerbudda river, gulf of Cambay, and was damaged to the extent of R30. The whole of the cargo was lost. No life lost.

24. **Ramaprasad.**—A British Indian pattimar, of Anjanvel, 82 tons register; official No. 7,273, age 6 years; not classed; bound from Cochin to Bombay-cargo, wild turmeric, coir rope, etc., value not reported; 1 passenger, and a crew of 15 men.

This vessel whilst proceeding from Cochin to Bombay encountered strong adverse winds, and in making for the port of Bahdarghar she struck against the rocks off the port of Malpe at 1 P.M. on the 27th February, sprung a leak and was damaged to the extent of R3,732. Cargo partially lost, value R7,642. No life lost.

25. **Mozambique.**—A British steel barque, of Glasgow; 2,305 tons register; official No. 99,813, age 1 year; classed at Lloyd's 100 A.I.; bound

from Calcutta to Dundee; cargo, jute and castor oil, value R6,00,000; 1 passenger, and a crew of 32 men.

Grounded off Moyapore, river Hooghly, as she was proceeding down under pilotage charge, and in tow of the steam tug *Warren Hastings*, at 9-30 A.M. of the 28th February. She floated off again after 40 minutes, without apparently sustaining any damage. No loss of cargo. No life lost. The accident was due to the shallowness of the channel.

26. **Thorndale.**—A British screw steamer, of Sunderland; 1,971 tons register; official No. 87,344, age 10 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Hamburg with a general cargo.

This vessel whilst dropping down from the Calcutta jetties on the morning of the 28th February was struck by the *City of Agra* on the starboard quarter and had her bulwarks, plates, etc., smashed. She stopped for temporary repairs and afterwards proceeded on her voyage. The *City of Agra* having apparently sustained no damage, continued her voyage. No damage to cargo. No loss of life.

27. **City of Agra.**—A British three-masted steamer, of Glasgow; 2,133 tons register; official No. 80,476, age 14 years; classed at Lloyd's 100 A.I., bound from Calcutta to London with a general cargo; 18 passengers, and a crew of 54 men.

(*For details of a collision between this vessel and the "Thorndale," see Casualty No. 26.*)

28. **Caroondaden Cani Vettiveloo.**—A British Indian wooden barque, of Negapatam; 290 tons register; official No. 8 of 1887, age about 23 years; bound from Coconada to Negapatam and Akyab, in sand ballast; crew 18 men.

This vessel whilst entering the harbour of Akyab at 5-30 P.M. of the 28th February, encountered a strong flood tide and wind from the north-west, and when abreast of Passage rock off Savage island light-house, Burma coast, the wind fell, and as she missed stays, the flood tide set her on to the rocks and damaged her to the extent of R500. No life lost.

MARCH.

29. **LaSeyne.**—A French three-masted screw steamer, of Marseilles; 1,151 tons register; official number and class not known, age 23 years; bound from Aden to Kurrachee with a general cargo, value unknown; 78 passengers, and a crew of 77 men.

This vessel whilst being piloted into Kurrachee harbour, took the ground twice, before 7 P.M. of the 1st March; but came off again with the tide in about three hours. It was found on examination that she sustained no damage beyond injury to the paint. No loss of cargo. No life lost.

30. **Yeshwanti.**—A British Indian lateen, of Alibag; 6 tons register; official No. 399; classed as a country craft; age 5 years; bound from Kalyan to Revdanda with the records of the Office of the Survey Superintendent; 4 passengers, and a crew of 6 men.

This vessel was driven by strong winds against a rock on the south side of the Railway bridge at Thana, Bombay coast, at 1 P.M. of the 1st March, which loosened her planks and broke her mast; she then filled with water and was damaged to the extent of R75. The records were wet with sea water. No life lost.

31. **Aislaby.**—A British screw steamer, of West Hartlepook; 1,800 tons

register; official No. 95,900, age 4 years; classed at Lloyd's 100 A.I., bound from Singapore to Port Said with a cargo of rice, value R2,79,993; number of crew not reported.

Grounded on mud, at Shoal Reach, near Devil's Point, Bassein river, Burma coast, at 9 A.M. of the 2nd March, through an error on the part of the Pilot. She sustained no damage. No loss of cargo. No life lost.

32. **Mobile.**—A British screw steamer, of Bombay; 930 tons register; official No. 82,278, age 14 years; bound from Bombay to Zanzibar and Mombassa with a general cargo, value not reported; and a crew of 59 men.

Sprung a leak in the main hold, as she was at her loading berth, in the Prince's dock, Bombay harbour, at 6 A.M. of the 18th March. The accident was due to one of the plates having been worn out by constant friction. The vessel sustained slight damage. The cargo was partially damaged. No life lost.

33. **Tara.**—A British inland steam launch, of Calcutta; 50 tons register; official No. 70, age 10 years; employed in towing cargo boats within the port of Calcutta; crew 2 men; no cargo.

This vessel was lying at anchor between the Camperdown press and Rutton baboo's ghat, Cossipore, river Hooghly, and having shipped a large quantity of water during a heavy squall, she sank at her moorings at 8 P.M. of the 19th March; but was afterwards recovered. No life lost.

34. **City of Vienna.**—A British screw steamer, of Glasgow; 4,672 tons register; official No. 97,652; classed at Lloyd's 100 A.I.; bound from Calcutta to London with a general cargo, valued about 12 lakhs; crew 71 men.

This vessel was proceeding down the Hooghly river under pilotage charge, on the afternoon of the 21st March, and when at James and Mary's the brass lever on the tail shaft got loose, and she had to put back to Calcutta in tow and go into dry dock for repairs; value of damage not reported. No damage to cargo. No life lost.

35. **Naderi.**—A British screw steamer, of Bombay; 1,169 tons register; official No. 97,982, age 2 years; classed at Lloyd's 100 A.I.; bound from Aden to Bombay with a general cargo; 24 passengers; and a crew of 62 men.

Broke the propeller shaft, close to the propeller boss, at 7 A.M. of the 31st March, when in Lat. 18°45′ N. Long. 72°21′E., Arabian sea, and had to be towed into Bombay by a tug. The accident is attributed to a latent flaw in the shaft. No damage to cargo. No life lost.

36. **Laxmee.**—A British Indian lateen, of Thana; 9 tons register; official No. 6,428, age 25 years; classed as a country craft at Trombay; cargo, salt, value R729; crew 5 men.

This vessel was on her way to the Trombay barge at 2 A.M. of the 31st March, when a strong wind and tide drove her on to a rock about half a mile to the north, where she sprung a leak and was damaged to the extent of R3. Cargo to the amount of R65 melted away and was lost. No life lost.

37. **Salamat Prasad.**—A native craft, of Porebandar; 148 tons register; official No. 55, age 32 years; bound from Bombay to Uran; crew 11 men; no cargo.

This vessel on reaching her destination, and after discharging cargo, was anchored at the Mora bandar, Bombay coast, at 6 P.M. of the 31st March, when in consequence of a strong ebb tide setting in, she drifted on to a rock, and damaging her bottom, she filled with water. Damage estimated at R700. No life lost.

APRIL.

38. **Vadala.**—A British screw steamer, of Glasgow; 2,164 tons register; official No. 98,575, age 3 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Bombay, *vid* coast ports, with a general cargo, and a crew of 91 men.

Touched the bank slightly at Moyapore as she was proceeding down under pilotage charge at 11 A.M. of the 2nd April. The occurrence was due to the steering gear having failed to work. The vessel apparently sustained no injury, as she proceeded on without stopping. No damage to cargo. No life lost.

39. **Dolatpasa.**—A native craft, of Beyt; 59 tons register; official No. 29, age 4 years; classed as a kotia; bound from Broach to Porbandar; cargo, cotton seeds, value ₹2,250; crew 6 men.

This vessel, whilst being towed into Porbandar creek, Kathiawar coast, on the 4th April, struck against the rocks owing to the ropes, by means of which she was being towed, having given way, and she was damaged to the extent of ₹500. Cargo damaged, value ₹650. No life lost.

40. **Laxmi Prasad.**—A British Indian padow, of Bulsar; 16 tons register; official No. 2,416, age 6 years; from Antora to Bombay; cargo, firewood, value ₹100; crew 7 men,

This vessel was lying high and dry in the Antora creek, Bombay coast, at 11 A.M. of the 5th April, when a strong tide having set in, she capsized, and cargo to the amount of ₹87-8 was lost. No life lost. Value of damage to the vessel not reported.

41. **Khengty.**—A British Indian mahagiri, of Anjanvel; 12 tons register; official No. 6,204, age 15 years; bound from Dabhol to Bombay; cargo, turmeric and jaggery, value not reported; crew 5 men.

This vessel, whilst under sail, ran on a concealed fishing stake about 2 miles south of Khanderi island, Bombay coast, and having sprung a leak, she swamped with all her cargo, at 4 A.M. of the 10th April. No life lost. The vessel having afterwards been seen by another, was hauled up and brought to Alibag.

42. **Gwalior.**—A British inland steamer, belonging to the River Steam Navigation Company, of Calcutta; 548 tons register; official No. not reported, age 3 years; was at Calcutta with a general cargo, and jute, value ₹50,000; crew 45 men.

This vessel, with, the flats *Sherpur* and *Talup*, were lying at Juggernath ghat, river Hooghly, and at 2 A. M. of the 11th April, the *Sherpur* was found to be on fire, and before it could be extinguished, considerable damage was done to all three vessels. The cargo was partially destroyed. The damage to the vessels was not reported. No life lost. The origin of the fire is unknown.

43. **Sherpur.**—A British inland flat, belonging to the River Steam Navigation Company, of Calcutta; about 97 tons register; official No. not reported, age 6 years; was at Calcutta with a general cargo, and jute; crew 19 men.

(*For details of the accident to this vessel, see Casualty No. 42.*)

44. **Talup.**—A British inland flat, belonging to the River Steam Navigation Company, of Calcutta; about 607 tons register; official No. not reported, age 10 years; was at Calcutta with a general cargo, and jute; crew 17 men.

(*For details of the accident to this vessel, see Casualty No. 42.*)

45. **Laxmee.**—A British Indian muchwa, of Thana; 10 tons register; official No. 6,901, age 11 years; classed as a country craft, bound from Belapur to Thana; cargo, salt, value ₹1,093-8; crew 5 men.

This vessel was lying in the Thana creek, midway between Trombay and Belapur, Bombay coast, and at midnight of the 11th April, she encountered a heavy gale, and high seas, and having shipped a large quantity of water, she grounded and was damaged to the extent of R50. Cargo lost, value R935 damaged R90. No life lost.

46. **Daria Dowlat.**—A British Indian lateen, of Bombay; 16 tons register; official No. 1,933, age 42 years; classed as a country craft; bound from Trombay to Bombay; cargo salt, value R1,440; crew 7 men.

Encountered strong winds and rough seas in the Trombay creek, Bombay coast, at 6-30 P. M. of the 12th April, when about 100 paces off the Trombay pier, and having shipped a large quantity of water, she grounded, but floated off again without sustaining any injury. Cargo to the amount of R1,375 was lost. No life lost.

47. **Laxmipasa.**—A native craft, of Navanagar; 33 tons register; official No. 211, age 4 years; from Broach to Jamnagar; cargo, cotton seeds and peas, value R1,861-5; and a crew of 6 men.

This vessel was proceeding on her voyage, and when she had got to Mawada island, about 14 miles from Jamnagar, Kathiawar coast, she encountered a heavy gale of wind and high seas. Being driven against a rock, she shipped water and grounded in two fathoms, at noon of the 14th April. On a portion of the cargo being thrown over board, she floated off again, having sustained damage to the extent of R48. Cargo damaged, value R871-12. No life lost.

48. **Moulmein.**—A British steam launch, of Rangoon; 44 tons register; no official number, age 5 years; bound from Myohoung to Akyab, with a cargo of sundries, valued at 6 rupees; 42 passengers, and a crew of 8 men.

This vessel was employed at 7-30 A. M. of the 16th April in carrying passengers in the Akyab harbour, Burma coast, when a small country boat with 4 women in it, in attempting to cross her bows, collided with her and was capsized; the occupants being thrown into the water were rescued by the crew of the steam launch. The country boat is reported to have lost property to the amount of R28. The steamer sustained no damage. No life lost.

49. **Alcyone.**—A German four-masted iron barque, of Bremen; 2,147 tons register; official No. not reported, age 3¾ years; classed at the German Lloyd's; bound from Diamond island to Falmouth, in sand and stone ballast; crew 27 men.

Collided with the British screw steamer "*Nowshera*," at 5-30 P. M. of the 17th April. The "*Alcyone*" was moored in the Rangoon river loading berth, and the "*Nowshera*" in going up the harbour got across her bows and collided with her. Both vessels sustained trifling damage, and two of the crew of the "*Alcyone*" were injured. No life lost.

(*For details of a collision between this vessel and the "Robert Rickmers," see Casualty No. 52.*)

50. **Nowshera.**—A British screw steamer, of Glasgow; 1,938 tons register; official No. 87,666, age 10 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Rangoon; cargo, coal; crew 82 men.

(*For details of a collision between this vessel and the "Alcyone," see Casualty No. 49.*)

51. **Imberhorne.**—A British iron ship, of London; 1,997 tons register; official No. 87,033, age 11 years; classed at Lloyd's 100 A. I.; bound from Calcutta to New York, with a general cargo.

Grounded on the starboard bank of the Hooghly river, below Budge-Budge,

as she was proceeding down under pilotage charge, on the 18th April, in tow of the tug "*Warren Hastings.*" She hung for about two or three minutes, came off and proceeded on her voyage without sustaining any injury. No damage to cargo. No life lost. The accident was due to an error of the Pilot.

52. **Robert Rickmers.**—A German four-masted iron barque, of Bremerhaven; 2,210 tons register; official number not given, age 5 years; classed at the German Veritas; bound from Rio de Janeiro to Rangoon, with a cargo of rice, value not reported; and a crew of 26 men.

Collided with the *Alcyone* at 4-30 A.M. of the 19th April, whilst proceeding up the Rangoon river in charge of an Assistant Harbour Master. The "*Alcyone*" had her cross-jack yard broken and some small ropes carried away; value not reported. The "*Robert Rickmers*" had her top sail sheets and some braces carried away, value estimated at R200. No damage to cargo. No life lost.

A Court of Enquiry held to investigate the circumstances were unanimously of opinion that the collision could have been avoided. It was evident that the anchor of the "*Robert Rickmers*" was off the ground while she was dropping up, and the Harbour Master in charge should not have allowed this; that the anchor should have been kept on the ground so as to enable the ship to steer; and that as he knew the port chain was jammed, the starbored anchor should have been let go immediately. They therefore recommended that the Harbour Master be severely censured.

53. **Laxmee.**—A British Indian lateen, of Bombay; 15 tons register; official No. 4,556, age 5 years; classed as a country craft; bound from Bombay to Kalyan, cargo, kerosine oil, value R2,100; crew 8 men.

This vessel was anchored on the south side of the Railway bridge at Thana, Bombay coast, and at 1 P.M. of the 20th April, she encountered a strong gale of wind, and a high tide, which drove her on to some rocks and broke her bottom to pieces. Damage to vessel estimated at R20. One tin of kerosine oil was lost, value R3-4. No life lost.

54. **MacCullum More.**—A British iron ship, of London; 1,669 tons register; official No. 68,504, age 20 years; classed at Lloyd's 100 A. I.; from Rio de Janeiro to Rangoon, in ballast; and a crew of 26 men.

This vessel when between the Cape and St. Paul's island, Lat. 39°51′ S., Long. 51°49′ E., Indian ocean, was overtaken by a heavy chance sea at 4 P.M. of the 21st April, which carried away the chart-house and about 160 feet of the top gallant bulwarks, and broke the steering wheel; the cabins also were flooded, and stores, etc., damaged. The cost of the damage is estimated at £1,000. The Chief Officer had both his legs broken. No life lost.

(*This casualty having occurred beyond the limits of Indian waters has not been noted on the Wreck Chart.*)

55. **No. 2 Hopper barge.**—A British iron steam barge, of Calcutta; 125 tons register; official No. not reported, age 11 years; employed on the Calcutta Port Commissioners' work in the Hooghly river; crew 11 men; no cargo.

(*For details of the collision between this vessel and the Dredger "Octopus," see Wrecks, No. 21.*)

56. **Darius.**—A British screw steamer, of Sunderland; 2130 tons register; official No. 73,715; classed at Lloyds' 100 A.1, bound from North Shields to Calcutta, with a cargo of coals, valued at £3,193-3; one passenger, and a crew of 31 men.

At 9 A.M. of the 25th April, when in Lat. 5°53′ N., Long 80°25′ E., Bay of Bengal, the coals in the fore 'tween decks of this vessel were found to be on fire,

and on jettisoning about 20 tons of it, the fire was got under. The cause of the fire is attributed to the defective arrangements connected with the donkey boiler, by which an iron casing on the 'tween decks, with which the coals were in contact, became heated and set fire to the coals. No damage to the vessel. Value of cargo jettisoned not reported. No lives lost.

57. Lord Spencer.—A British ship, of Liverpool; 2,463 tons register; official No. 52,626, age 28 years; bound from Liverpool to Calcutta, with a cargo of salt, value unknown.

Collided with the "*Sindia*," which was being hauled into No. 4, Esplanade moorings, river Hooghly, by an Assistant Harbour Master, on the 28th April. Both vessels sustained slight damage, the value of which is not reported. No damage to cargo. No life lost. The occurrence was accidental, and due to the starboard quarter-line being slacked up during a strong southerly breeze that was blowing at the time.

58. Sindia.—A British ship, of Liverpool; 2,929 tons register; official No. 93,757, age 6 years; classed at Llyod's 87-100; bound from Liverpool to Calcutta, with a cargo of salt.

(*For an account of a collision between this vessel and the "Lord Spencer," see Casualty No. 57.*)

MAY.

59. Sierra Estrella.—A British iron ship, of Liverpool; 1,435 tons register; official No. 81,346, age 13 years; classed at Llyod's 100 A.I.; bound from Madras to Rangoon, in stone ballast; crew 29 men.

Grounded at midnight of the 4th May at the Keikmalong clumps, Rangoon river, as she was swinging to the flood tide at her moorings. The vessel's heel took the ground for 20 minutes, when she got off without assistance and without sustaining any injury or loss of life.

60. Umzinto.—A British screw steamer, of London; 1,166 tons register; official No. 91,980, age 7 years; classed at Lloyd's; bound from Calcutta to Cape Town with a general cargo.

Grounded at 6-30 A.M. of the 7th May, while lying abreast of Seebpore, on her way down the river Hooghly, under charge of an Assistant Harbour Master. She was surveyed by the Engineer and Shipwright Surveyor of the port, and found that she had sustained no damage. She floated off again in the afternoon and proceeded.

61. Cornuvia.—A British iron barque, of Liverpool; 790 tons register; official No. 63,520, age 23 years; classed at Lloyd's 100 A.I.; bound from Rio de Janeiro to Rangoon, in ballast; crew 16 men.

Collided with the Pilot brig "*Guide*" as she lay at anchor in the Rangoon river, at 7-30 A.M. of the 10th May. The accident occurred whilst the "*Cornuvia*" was approaching the "*Guide*" to obtain a pilot; and in her attempt to cross the bows of the latter in a strong flood tide she carried away her jibboom. The value of the damage is not reported. No life lost.

A Court of Enquiry held to investigate the circumstances, were unanimously of opinion that the immediate cause of the collision was due to there being an unusually strong tide, and that there was nothing to justify the framing of a charge against any one. They were further of opinion that ordinarily no vessel should be allowed to approach the pilot brig, for the purpose of obtaining a pilot, nearer to her than half a mile, and that in fair weather the pilot should be ready in the boat, half an hour before the ship approaches, and should push off to the latter then.

62. Guide.—A British wooden brig; 250 tons register; age 15 years; official No. and class not reported; was employed in the Rangoon river as a pilot brig; crew 23 men.

(*For details of a collision between this vessel and the "Cornuvia," see Casualty No. 61.*)

63. Clan Macintosh.—A British screw steamer, of Glasgow; 2,636 tons register; official No. 87,690, age 10 years; classed at Lloyd's 100 A.I.; bound from Liverpool to Calcutta with a general cargo.

Grounded on the Shipgunge sand for about five minutes, during a violent north-west squall, whilst proceeding up the Hooghly river, under pilotage charge, at 9 A.M. of the 10th May. No damage to vessel or cargo. No life lost. The occurrence was accidental.

64. Raghunath.—A British Indian hodi, of Alibag; 7 tons register; official No. 120, age not known; bound from Ramraj, a sub-port of Revdanda to Alibag, with a cargo of jungle wood, valued at R20; crew 4 men.

This vessel left Revdanda at about 4 A.M. of the 17th May, and came as far as the entrance of the creek; but owing to adverse winds and rough seas which she encountered two hours afterwards, she was capsized and all her cargo was thrown out and lost. Damage to the vessel R10. No life lost.

65. Beatrice.—An Italian wooden barque, of Genoa; 747 tons register; official No. 3,161, age 17 years; classed at the Italian Lloyd's 100 L.I.L.; bound from Surabaya to the Channel for orders; cargo, timber; crew 13 men.

Collided with the "*Oread*," off Botatoung jetty, Rangoon river, at 1-30 P.M. of the 18th May. The occurrence was accidental, and due to the flood tide having caused that vessel to cross the bows of the "*Beatrice*." With the exception of a few scratches on the starboard side, the vessel sustained no damage. No loss of cargo. No life lost.

66. Arabia.—A British screw steamer, of Glasgow; 2,315 tons register; official No. 87,737, age 10 years; classed at Glasgow A.I.; bound from Calcutta to London, *vid* Colombo, with a general cargo, value not reported; and a crew of 70 men.

Fractured her shaft at Atcheepur, river Hooghly, as she was proceeding down under pilotage charge on the 18th May. Value of damage not reported. No loss of cargo. No life lost.

67. Germania.—A British screw steamer, of Whitby; 1,948 tons register; official No. 88,768, age 10 years; classed at Lloyd's 100 A.I.; bound from Batoum to Calcutta, with a cargo of kerosine oil, value not reported; and a crew of 27 men.

Grounded at 4-10 P.M. of the 22nd May, between Hooghly Point flat and Red Nun buoy, as she was proceeding up under pilotage charge. The weather being fine and the tides weak, the vessel for some reason unknown, took a sheer towards No. 1 Track, and when she recovered, she ran for Hooghly Point; and notwithstanding that the helm had been put hard a starboard, and the engine worked at full speed, the vessel failed to recover herself and took the ground. She remained in this position for five days and floated off during the abnormal rise of the tide on the 26th May. She discharged about 6,000 cases of oil whilst aground; but many of the cargo boats into which these were placed were afterwards lost in the cyclone which visited the port at this time, and about 64 men engaged in the work were drowned. Value of damage to the vessel and cargo not reported. No loss of life reported amongst the ship's crew.

68. Darius.—A British screw steamer, of Melbourne; 2,130 tons register; official No. not given; classed at Lloyd's 100 A. I.; bound from Calcutta to Australia, with a general cargo, and a crew of 77 men.

Grounded at Caffree Reach, river Hooghly, as she was proceeding down under pilotage charge on the 24th May. The accident is attributed to her engines having suddenly stopped. No damage to cargo. No life lost.

69. Valiant.—A British wooden ship, of Calcutta; 1,582 tons register; official No. 49,347, age 19 years; classed at the Bureau Veritas ✠ L.; bound from Muscat to Calcutta, with a general cargo, value not reported; 7 passengers, and a crew of 51 men.

Encountered rough and high seas when in Lat., 23°55′ N., Long. 59°10′ E., gulf of Oman, and sprung a leak, through heavy straining, at 5-30 A.M. of the 24th May. The pumps were used for three days, when she put into Bombay, and went into dry docks for repairs. No damage to cargo. No life lost.

70. Tarini Prosad.—A British Indian wooden sloop, of Balasore; 59 tons register; official No. 8, age 10 years; bound from Balasore to Calcutta, with a cargo of paddy, value R2,500; crew 8 men.

Encountered a cyclone on the 25th May, when the vessel having dragged her anchor, grounded westward of the Kallibung island, Dhamra river, Orissa coast, and sprung a leak. The damage sustained by the vessel in the loss of rudder, mast, anchor and 30 fathoms of rope cable is estimated at R250. Cargo to the value of R937-8 was damaged. No life lost.

71. Shah-in-Shah.—A British wooden schooner, of Chittagong; 137 tons register; official No. and class not reported, age 5 years; bound from Cochin to Chittagong, with a general cargo, value R4,241; and a crew of 14 men.

Encountered a cyclone in the Bay of Bengal at 7 P.M. of the 26th May. The vessel was dismasted when in 14 fathoms, and had her stern stove in. She drifted up and down until she finally reached the mouth of the Chittagong river under a jury mast, when she was towed up by the Port Commissioners' launch "*Active.*" Damage to vessel estimated at R2,500. Cargo damaged, value R400. No life lost.

72. Glengarry.—A British iron ship, of Liverpool; 1,769 tons register; official No. 69,317, age 20 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Hull, cargo, wheat and linseed, value not reported; crew 28 men.

This vessel left Calcutta under pilotage charge, and in tow of the steam tug "*Warren Hastings*" on the 20th May. The pilot left her in good condition at 9 P.M. of the 21st idem, at the Eastern Channel light-ship, but the tug towed on till 10 P.M. After the tug had left the vessel, the Master steered S. by E. ½ E. The next day (May 22nd) the weather got dirty and the wind and sea increased. At 6 P.M. he steered E. N.-E.; the wind was S.-E. blowing a fresh gale, and kept on that tack till 8 A.M. of the 23rd. On the morning of the 24th he took in the main lower top sail; the ship was then drifting under bare poles with a tarpaulin in the mizzen rigging to keep the ship to the wind. At 6 P.M. the Master found himself in discoloured water and thought he was a little below False Point. Towards midnight the wind and sea increased; the barometer was very low, and from 1 A.M. to 3 A.M. of the 25th he was in the centre of the cyclone. At 4-15 A.M. a heavy gust of wind came from W. N.-W. and threw the ship on her beam ends, her lower yard arms being in the water. The fore and main top masts were carried away, and as she did not seem to right, the mizzen top mast was cut away. She then righted a little. At noon of the 25th the fore

and main lower top sail yards broke adrift; falling over the side and carrying away the port fore and main lifts and braces. At 8 P.M. of that day, the fore mast carried away a foot below the truss bands. At 9 P.M. the main mast fell aft straight along the ship, with the main yard attached staving in the poop deck, breaking the pumps and smashing the only boat that was left, the others having been previously carried away. The main mast carried away flush with the deck. After this the vessel was left with nothing but her bowsprit and about 20 feet of her fore mast standing, and the sea making clean breaches over her. She was then entirely at the mercy of the waves in a most dangerous position, with the wreckage over her side, threatening at any moment to knock a hole in her. On the morning of the 26th, the weather was more moderate, and at 6-30 A.M. the French steamer "*Eridan*" was observed bearing down upon her, and her Captain urged the Master of the "*Glengarry*" to abandon his vessel. This he several times refused, but asked the Master of the French vessel to take him in tow, which the latter declined to do. The Master of the "*Glengarry*" ultimately consented to abandon his vessel, and at 3 P.M. the Master and crew of the "*Glengarry*" were taken on board the "*Eridan*" and brought to Calcutta. The "*Glengarry*" was abandoned off Palmyra Point, 110 miles S., 20° W., of the Ridge light-ship, Bay of Bengal, and was eventually picked up north of Callingapatam by the "*Warora*" and towed into Coconada. She was subsequently brought to, Calcutta, where she went into the Kidderpore docks for survey and repairs. Value of damage to the vessel and cargo not reported. No life lost.

A Court of Enquiry held to investigate into the cause of the abandonment of the ship "*Glengarry*" were of opinion that no blame whatever was attached to the Master for abandoning his vessel when he did; that the courses steered by him appear to have been judicious, and he seems to have handled his vessel in a careful and seaman-like manner, and to have done all that he could under the circumstances for his vessel and crew; and they therefore acquit him of all blame.

73. **Rydalmere.**—A British iron barque, of Liverpool; 1,246 tons register; official No. 70,908, age 18 years; classed at Lloyd's, 100 A. I.; bound from Calcutta to Demarara with a general cargo and rice. Value of cargo, and Number of crew, not reported.

This vessel left Calcutta about 6 A.M. of the 24th May, under pilotage charge, and owing to the storm cautionary signals being hoisted and the generally threatening appearance of the weather, she anchored at Diamond Harbour at 10 A.M. of the same day. The starboard anchor was let go and sixty fathoms of chain. Gradually the weather became so bad that any idea of proceeding at once was out of the question, and the vessel maintained her position till 5-30 A.M. of the 26th idem. In consequence of the strain on the starboard cable it was let away to 75 fathoms, and as the ship was driving, the port anchor was also let go, with 75 fathoms cable. The vessel drifted across a part of the channel known as James and Mary's. At 11 A.M. the dragging stopped, and when the weather cleared up, it was found that she was ashore on the north bank of the Roopnarain river, abreast of the beacon; owing to the stocks of both anchors having carried away. She was ashore for about a fortnight, but sustained no material damage, except that the rudder was slightly twisted and two of her bower anchors bent; value not known. About 1,200 tons of cargo had to be discharged. Value of damage to cargo not reported. She was towed back to

Calcutta, and after the necessary repairs, proceeded on her voyage. No life lost.

74. **Glenfinlas.**—A British four-masted iron barque, of Liverpool; 2,149 tons register; official No. 86,292, age 11 years; classed at Lloyd's 100 A.I.; bound from New York to Calcutta; cargo, parafin oil, value unknown; crew 34 men.

This vessel whilst proceeding up to Calcutta, broke from her moorings at Budge-Budge, river Hooghly, during the cyclone, at 9-30 A.M. of the 26th May; and collided with the mooring buoy. As it was feared that the mooring buoy had got under her stern, she was docked and it was found that the pintles of her rudder, and the rudder plating, were injured, and the paint on the bottom badly scored and chafed by the buoys and chains which passed under her. No loss of cargo. No life lost.

75. **Wilhelm Tell.**—A British four-masted steel barque, of Liverpool; 2,932 tons register; official No. 99,340, age 3 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Hull; cargo, wheat and linseed, value unknown; crew 38 men.

This vessel sailed from Calcutta, under pilotage charge, at noon of the 22nd May, and was brought up to anchor in Kulpee roads at 6 P.M. of that day. She remained there until about 7 A.M. of 26th, when she was struck by the full force of the cyclone that passed over the Bay of Bengal at that time; and being driven from her anchorage, she stranded on the western side of Diamond sand, and was found to have been very badly grounded. The tug had made two futile attempts to get her off, but after about 2,000 tons of cargo had been discharged, she was successfully towed off the sand at noon of the 14th June. On being docked at Calcutta it was found that the keel was up in two places—in one place, 144 feet from the sternpost, it was up 4½ inches; and at another place, 210 feet from the sternpost, it was up 2¼ inches: the bottom was also set up at both of those places from the keel out to the lower part of the bilges on both sides; the floors were buckled in the middle above the keel, and a large number of frame rivets through the plaiting were broken. The rivets in the beam ends were sheared and broken on the starboard side between the main and mizzen masts. The butts of the top side plaiting in the shear strake and the strake below it, from the after-part of the fore rigging to the mizzen post, were showing rust as if they had been strained. As the repairs were to be temporary and only sufficient to take the ship home, it was recommended that nothing should be disturbed; only the defective rivets were to be renewed and an angle-iron stringer placed over the floors in the damaged parts, about 5 feet from the centre keelson on both sides. Value of the damage done to the vessel and cargo not reported. No life lost.

76. **Jamshad.**—A British Indian ganja, of Bombay; 134 tons register; official No. 1 of 1885, age 8 years; bound from Calicut to Bombay; cargo, timber, value not reported; and a crew of 10 men.

Left Calicut on the morning of the 21st May, and all went well until 7-30 P.M. of the 27th idem, when she encountered a cyclonic storm, and having lost her main sail, she ran ashore at Moraswamy, about 5 miles north of Kundapur, and was damaged to the extent of R500. Cargo to the amount of R300 was lost. No life lost.

77. **Sulthany.**—A native craft, of Cutch; 47 tons register; official No. and age not known; classed as a batela; bound from Baliapatam to Bombay,

with a cargo of moist cocoanuts without husks, value not reported; crew 7 men.

Encountered heavy weather at Adkatbail, about two miles north of the port of Kasargode, Malabar coast, at 5 P.M. of the 28th May; the vessel not being well found in ground tackle, and being old, she drifted ashore and was damaged to the extent of R1,000; cargo to the value of R1,912 was lost. No life lost.

78. Bhawani.—A British Indian muchwa, of Malwan 21 tons register; official No. 2,650, age about 50 years; bound from Kumta to Mangalore; cargo, tiles, value R50; crew 6 men.

This vessel was lying at anchor outside the port limits, when a sudden burst of the monsoon drove her on the rocks near Gokarn on the Bombay coast, at 2-30 A.M. of the 28th May, and damaged her to the extent of R400. The cargo was all lost. No life lost.

79. Aston Hall.—A British screw steamer, of Liverpool; 2,254 tons register; official No. 86,250, age 11 years; classed at Lloyd's 100 A.I.; bound from Bombay to Liverpool; cargo, wheat, etc., value not reported; crew 59 men.

Broke the low pressure connecting rod and fore valve of her engine, at 11 P.M. of the 29th May, when in Lat. 13°56′ 30″ N., Long. 42° 52′ 30″ E., Red sea, and put into Aden for repairs. No damage to cargo. No life lost. The cause of the accident is not reported.

80. Pachumba.—A British screw steamer, of Glasgow; 554 tons register; official No. 73,804, age 18 years; bound from Cutch Mandvi to Bombay, *vid* Kathiawar coast ports, with a general cargo, value not reported; 102 deck passengers, and a crew of 62 men.

Grounded near the Porbandar light-house, Kathiawar coast, at 4-12 A.M. of the 29th May, owing to foggy weather, the vessel being closer to the land than was expected; she touched the ground when going astern to anchor, but sustained no injury. No damage to cargo. No life lost.

81. Haripasa.—A native craft, of Porbandar; 49 tons register; official No. 113, age 12 years; classed as a ganja; bound from Bombay to Porbandar, with a cargo of kerosine oil and cocoanut oil, aggregate value R2,000; crew 6 men.

Stranded at the entrance of the Porbandar creek, Kathiawar coast, at 10 A.M. of the 29th May, owing to high waves and a rough sea, which drove her against a gun which was fixed there, and damaged her to the extent of R800. Cargo to the amount of R25 was damaged. No life lost.

82. Halewood.—A British iron ship, of Liverpool; 2,100 tons register; official No. 91,230, age 8 years; classed at Lloyd's 100 A. I.; bound from Cardiff to Bombay and Calcutta; cargo, salt, value not reported; crew 28 men.

This vessel was coming up the Hooghly river, and at 1-30 A.M. of the 30th May grounded at Hooghly Point, owing to her not answering her helm in an eddy tide. She remained aground for about three days, when she floated off again at high tide and proceeded; value of damage, not reported. No loss of cargo. No life lost.

83. Clive.—A British twin-screw tug, of Greenock, belonging to Messrs. Gladstone, Wyllie & Co., of Calcutta; 91 tons register; official No. 87,403, age 9 years; classed at Lloyd's 100 A. I.; employed in the Hooghly river as a steam tug; crew 48 men; no cargo.

This vessel was proceeding up the Hooghly river, and on the morning of the 30th May, when turning to go to the buoy at No. 4 Esplanade moorings she backed on to cargo boat No. 8,193, which was lying alongside the ship *Loch Broom*, laden with rice, and sank her. The value of the cargo boat and cargo is not reported. No damage was done to the ship. The steamer's rail was slightly splintered. No life lost.

JUNE.

84. Hydras.—A British Indian wooden brig, of Cuddalore; 146 tons register; official No. not reported, age 35 years, not classed; bound from Kaits to Chittagong; number of crew not stated; no cargo.

This vessel was anchored in the Kurnafully river on the west side of the Lakhia chur, alongside of the schooner "*Lady*," and at 6 A.M. of the 1st June, the latter having dragged her anchor, collided with the "*Hydras*" and damaged her to the extent of ₹400. No life lost.

85. Clive.—A British twin-screw tug, of Greenock, belonging to Messrs. Gladstone, Wyllie & Co.; 91 tons register; official No. 87,403, age 9 years; classed at Lloyd's 100 A.I.; employed in the river Hooghly as a steam tug; crew 48 men; no cargo.

This vessel was proceeding down with the ship "*Angola*" in tow, and at 3.15 P.M. of the 1st June, in rounding Fulta point, to go ahead, the eccentric strap of the starboard engine carried away, and she grounded above Tittlebarriah creek, Hooghly river, and had her topmast backstay screw, after shroud main-rigging screw carried away; value not reported. No life lost.

86. Combermere.—A British iron ship, of Liverpool; 1,686 tons register; official No. 84,113, age 12 years; classed at Lloyd's 100 A.I.; bound from Liverpool to Calcutta with a cargo of salt, value not reported.

This vessel was proceeding up the Hooghly river, at 7 A.M. of the 1st June, under charge of an Assistant Harbour Master, and when coming into No. 3 Prinsep's ghat moorings, she took a sheer to starboard, and levering on one of the buoys fouled the "*Slieve Roe*" doing her some slight damage, and sinking the buoy. The damage to the "*Slieve Roe*" is not reported. The buoy has since been replaced. No damage to cargo. No life lost.

87. Slieve Roe.—A British iron ship, of Liverpool; 1,667 tons register; official No. 78,762, age 15 years; classed at Lloyd's 100 A.I.; was at anchor at No. 3 Prinsep's ghat moorings, Calcutta.

(*For details of a collision between this vessel and the "Combermere," see Casualty No. 86.*)

88. Chusan.—A British steel screw three-masted steamer, of Greenock; 2,509 tons register; official No. 87,414, age 9 years; bound from Calcutta to London with a general cargo, value unknown; 20 passengers, and a crew of 120 men.

Collided with the Aral wreck buoy, at Garden Reach, and also grounded whilst turning to anchor on her way down the Hooghly river, under pilotage charge, at 4-30 P.M. of the 13th June. The vessel touched the head of the Atcheepore sand with her stem and dropped alongside of the land, where she remained aground for about 3 hours, until slack water, but sustained no injury. She was then taken down and anchored abreast of Atcheepore. No damage to cargo. No life lost. The accident was due to an error of the pilot.

89. **Shagool Hameed.**—A British Indian wooden brig, of Pamban; 133 tons register; official No. 5; was on her first voyage from Pamban to Masulipatam, *via* Madras, in ballast; crew 14 men.

This vessel was proceeding from Madras to Masulipatam, and while off Kottapatam, in the Nellore district, she encountered a heavy gale on the 14th June, which carried away both her masts; she then rigged up a jury-mast, and put into Coconada, on the 19th idem, for repairs. The damage sustained is estimated at R3,000. No life lost.

90. **Clyde.**—A British steel screw three-masted steamer, of Glasgow; 2,198 tons register; official No. 84,345, age 12 years; bound from London to Calcutta with a general cargo, value not reported; 13 passengers, and a crew of 160 men.

Grounded at Hooghly point, as she was proceeding up under pilotage charge at 11-40 A.M. of the 15th June. After passing the Waterloo wreck buoy the vessel sheered to starboard against her helm in a strong eddy tide, and before she had gathered stern way she took the ground. She remained in this position for two days and floated off again on the 17th with the assistance of two tugs, and after discharging a portion of her cargo. She sustained no injury. No life lost.

91. **Erlangan.**—A German steel screw steamer, of Hamburg; 2,055 tons register; official No. not given, age 3 years and 6 months; classed at Lloyd's 100 A. I.; bound from Singapore to Marseilles and Hamburg with a general cargo; 4 passengers, and a crew of 39 men.

Damaged her propeller, etc., on the 15th June, when about 400 miles east of Dondra head, and put into Colombo for repairs. No damage to cargo. No life lost.

92. **Calder.**—A British screw steamer, of Bombay; 400 tons register; official No. 67,978, age 21 years; bound from Bombay to Bhavnagar with a general cargo, value not reported; crew 42 men.

Grounded on the Gulwala bank, gulf of Cambay, at 3 A.M. of the 19th June, owing to high tides and strong westerly winds. Having come off immediately she sustained no damage. No loss of cargo. No life lost.

93. **Horsley Tower.**—A British fore and aft screw steamer, of London; 2,078 tons register; official No. 101,913; was on her first voyage, from Bombay to Dunkirk, with a general cargo, and a crew of 27 men.

Encountered a strong south-west gale, and a heavy cross sea, on the 20th June, when in Lat. 18° 46′ N., Long. 67° 29′ E., Arabian sea, and having sprung a leak at the forepeak, some of the cargo had to be jettisoned to stop it. The damage sustained by the vessel is not known. A portion of the cargo was jettisoned, and a portion damaged; value not reported.

94. **Algeria.**—A British screw steamer, of Glasgow; 2,931 tons register; official No. 98,676, age 2 years; bound from Liverpool to Calcutta with a general cargo, value not reported; 1 passenger, and a crew of 80 men.

Grounded at the north beach, Perim island, gulf of Aden, at 4-30 A.M. of the 22nd June. On discharging a portion of the cargo she floated off and proceeded, not having sustained any damage. No life lost.

JULY.

95. **Mecca.**—A British screw steamer, of Glasgow; 919 tons register; official No. 68,059, age 20 years; classed at Lloyd's 100 A.I.; bound from Linga

to Bahrein with a general cargo, weight and value unknown; 30 passengers, and a crew of 66 men.

Grounded on the Fasht-ad-Dibal shoal, Lat. 26° 18′ N., Long. 50° 57′ E., Persian gulf, at 10-30 P.M. of the 4th July, owing to the position of the shoal having been incorrectly given in the Admiralty Chart. The vessel was ashore for 60 hours, and came off after discharging some of the cargo into boats. No damage to vessel or cargo. No life lost.

96. Port Glasgow.—A British iron barque, of Glasgow; 900 tons register; official No. 85,922, age 11 years; classed at Lloyd's 100 A. I.; bound from the Mauritius to Calcutta; cargo, gunnies, value ₹3,00,000; crew 18 men.

Collided with the tug "*Rattler*" at Garden Reach, river Hooghly, as she was proceeding up in tow at 8 A.M. of the 13th July. She sustained slight damage to the cathead and works about her bows, value estimated at ₹50. She came up next day without repairs. No loss of cargo. No life lost.

97. Mahabudh Subani.—A British Indian lateen, of Thana; 13 tons register; official No. 4,845, age 15 years; bound from Bhwindi to Bombay; cargo, rice and bran, value ₹885; crew 6 men.

Stranded on the west side of the Kelwa bridge, Thana creek, Bombay coast, at 5 A.M. of the 13th July, owing to strong winds and tide which drove her on to a rock and caused a leak in the bottom; value of damage ₹5. Cargo lost, value ₹455; damaged ₹430. No life lost.

98. Yorkshire.—A British four-masted iron screw steamer; 2,744 tons register; official No. 96,366, age 4 years; classed at Lloyd's 100 A.I.; bound from Liverpool to Colombo and Rangoon, with a general cargo; 11 passengers.

A fire broke out in No. 6 hold of the vessel, at 11 A.M. of the 19th July, when she was about 3 miles outside Colombo harbour. She put back to Colombo, but before she re-entered the harbour the fire was extinguished by the officers and crew. The origin of the fire is unknown, but is supposed to have been caused by a cooly throwing the lighted stump of a cigarette below, whilst the Colombo cargo was being discharged. The vessel was uninjured, but three packages of the cargo was damaged by the fire and about 10 packages by the water; value ₹50. No life lost.

99. Chindwara.—A British screw steamer, of Glasgow; 1,487 tons register; official No. 80,442, age 14 years; bound from Calcutta to the Mauritius with a general cargo, value not reported; and a crew of 78 men.

Grounded on the flat below Fisherman's point, Hooghly river, at 2 P.M. of the 21st July, whilst proceeding down under pilotage charge. She remained aground for an hour and floated off again at the rise of the tide without sustaining any damage. No loss of cargo. No life lost. The accident was due to an error of the Pilot.

100. Shahzada.—A British screw steamer, of Liverpool; 1,046 tons register; official No. 78,848, age 15 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Chittagong, with a general cargo, 12 deck passengers, and a crew of 54 men.

Collided with an empty cargo lighter at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge, at 11 A.M. of the 27th July. The lighter struck her on the port bow, and whilst carrying away the steamer's gangway ladder, dismasted herself. Value of the damages is not reported. No damage to steamer's cargo. No life lost. The occurrence was due to the manjee having allowed his boat to get aback.

AUGUST.

101. **Tanjore.**—A British screw steamer, of Bombay; 1,403 tons register; official No. 52,761, age 28 years; bound from Bombay to Aden, with a general cargo; crew 81 men.

Damaged her eccentric sheave, at 4-30 P.M. of the 3rd August, owing to a heavy sea which she experienced when about 280 miles from Bombay, Lat. 18° 52′ N., Long. 68° 23′ E., Arabian sea; and as the necessary repairs could not be carried out there, she put back to Bombay. No damage to cargo. No life lost.

102. **Gizree.**—British Indian iron barge, of Kurrachee; 60 tons register; official No. 279, age 14 years; classed as a harbour craft; was anchored in the Kurrachee harbour; cargo, iron, value ₹2,500; crew 2 men.

This vessel was at anchor at the south end of the railway wharf, Kurrachee harbour, and at midnight of the 3rd August, a bundle of iron bars, going through her bottom, caused a leak, and before she could be beached she swamped. The vessel and cargo were afterwards recovered. No life lost.

103. **Sattyaboty.**—A British Indian wooden schooner, of Chittagong; 101 tons register; official No. not given, age 10 years; bound from Naraingunge to Chittagong with a general cargo, value ₹2,600; crew 9 men.

Encountered bad weather at 7 A.M. of the 8th August, when on the east side of Sundeep, Chittagong coast, and lost an anchor and 30 fathoms of chain, valued about ₹250. Some of the cargo was damaged, value not stated. No life lost.

104. **Amanath Rohaman.**—A British Indian wooden brig, of Chittagong; 119 tons register; official No. not given, age 13 years; bound from Naraingunge to Chittagong with a general cargo, value ₹5,000; crew 13 men.

Encountered a storm at 7 A.M. of the 8th August, when at anchor at Fazarmar chur, Jalcherra river, Chittagong coast, and lost 2 anchors and 85 fathoms of chain; value not reported. A part of the cargo was damaged. No life lost.

105. **Omrafan.**—A British Indian wooden barque, of Chittagong; 85 tons register; official No. not given, age 6 years; bound from Naraingunge to Chittagong with a general cargo, value ₹3,500; crew 9 men.

Encountered bad weather at 7 A.M. of the 8th August, near Fazarmar chur, Jalcherra river, Chittagong coast, and lost an anchor and 9 fathoms of chain, value not reported. A portion of the cargo was damaged, value not stated. No life lost.

106. **Shakye.**—A British Indian dinghy, of Kurrachee; 4 tons register; official No. 499, age 3 years; classed as a coasting craft; bound from Sakri to Kurrachee; cargo, barley and bones, value not reported; crew 3 men.

Encountered bad weather at 4 P.M. of the 12th August, near Jhari Daraya, Sindh coast, and had her sail and rigging carried away. Value of the damage ₹100. Cargo all lost. No life lost.

107. **Rajputana.**—British screw steamer, of Glasgow; 1,312 tons register; official No. 71,688, age 13 years; bound from Calcutta to Bombay, *vid* coast ports, with a general cargo, and a crew of 77 men.

Stranded below Fulta creek at 12-45 P.M. of the 13th August, whilst proceeding down the Hooghly river under pilotage charge. The vessel touched under her bow and cleared herself again almost immediately without sustaining

any injury. The accident is attributed to the vessel having been caught in an eddy and going against her helm took a run for the bank. No damage to cargo. No life lost.

108. **Elax.**—A British screw steamer, of London; 2,612 tons register; official No. 102,764, age under 1 year; classed at Lloyd's 100 A. I.; bound from Batoum to Madras with a cargo of petroleum in bulk, value unknown; and a crew of 46 men.

Grounded in the Madras harbour, at 4 P.M. of the 15th August, while swinging into her berth in charge of an Assistant Harbour Master, at dead low water. No damage to vessel or cargo. No life lost.

109. **Meyun.**—A British screw steamer, of Greenock; 91 tons register; official No. 93,207, age 5 years; bound from Aden to Perim and Zeilah with a general cargo, value not reported; 120 passengers, and a crew of 20 men.

Grounded off the Ifat shoal buoy, gulf of Aden, at 10-40 A.M. of the 16th August. The accident is attributed to the buoy having drifted to the westward. The vessel sustained no damage. No loss of cargo. No life lost.

110. She is also reported to have grounded on Shah Sheikh Yacoob, gulf of Aden, at 6 P.M. of the 23rd August, owing to haziness of the weather. No damage to vessel. No loss of cargo. No life lost.

111. **Nerbudda.**—A British screw steamer, of Glasgow; 1,948 tons register; official No. 86,747, age 11 years; bound from Calcutta to Bombay, *viâ* coast ports, with a general cargo, and a crew of 89 men.

Grounded on the Moyapore bank, river Hooghly, as she was proceeding down under pilotage charge on the 20th August. The vessel remained ashore for two days, during which time anchors were laid out, and sufficient cargo discharged, which enabled her with the aid of her own steam power to haul off and proceed on her voyage. She apparently sustained no injury. No damage to cargo. No life lost. The accident was due to the wheel of the vessel being jammed in an eddy tide. One of the cargo boats engaged in discharging the cargo collided with the vessel and was sunk. No life lost.

112. **Kasi**—A British inland paddle steamer belonging to the India General Steam Navigation Company, of Calcutta, 197 gross tonnage, permanently employed as a harbour tug in the Hooghly river.

At 6-20 A.M. of the 23rd August, this vessel in attempting to go through the Hooghly bridge, in the direction of north to south, with the ebb tide running at 4 miles an hour, collided with No. 20 pontoon. In attempting to pass through the west 60-feet opening, she caused a damage to the bridge estimated at R500, at the same time disabling herself by having had her port paddle wheel and paddle box badly damaged, and some sponson brackets broken; value of damage not reported. No life lost.

113. **Pundua.**—A British screw steamer, of Glasgow; 2,156 tons register; official No. 96,008, age 5 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Singapore, with a general cargo.

Collided with the Aral wreck buoy at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge, at 8 A.M. of the 27th August. The occurrence was accidental, and caused whilst turning round during a strong spring tide. The buoy was struck by the propeller and sunk; value of the buoy not reported. No damage to vessel or cargo. No life lost.

114. **Avoca.**—A British screw steamer, of Glasgow; 3,410 tons register;

official No. 98,663, age 2 years; bound from Calcutta to London with a general cargo, value not reported; 21 passengers, and a crew of 87 men.

This vessel was proceeding down the Hooghly, under pilotage charge, and is reported to have touched the ground slightly or rolled over some obstruction in the bed of the river, whilst turning at Garden House point at 9-45 A. M. of the 29th August. She came off again without stopping and apparently without any injury. No damage to cargo. No life lost.

115. **Evesham Abbey.**—A British iron ship, of Liverpool; 1,613 tons register, official No. 74,521, age 17 years; classed at Lloyd's 100 A. I.; bound from Liverpool to Madras and Calcutta with a cargo of salt, value not reported; and a crew of 27 men.

Lost her starboard bower anchor and fifty fathoms of chain whilst anchored at Budge-Budge, river Hooghly, at 11-45 P.M. of the 31st August. No damage to cargo. No life lost.

SEPTEMBER.

116. **Hydroose.**—A British Indian wooden brig, of Colombo; 92 tons register; official No. 81,076, age 22 years; bound from Colombo to Tuticorin with a cargo of arecanuts, rafters, allia sticks, skins, and fruits; value ₹7,500; crew 10 men.

Collided with the S. S. *Kerbela*, at 3 A.M. of the 3rd September, Colombo S. E. 35°, gulf of Manar. The *Hydroose* ran bows on into the *Kerbela*, and was damaged to the extent of ₹500. The accident is attributed to negligence on the part of the Master in not having kept a proper look-out man on deck. No damage to cargo. No life lost.

117. **Gelderland.**—A Dutch screw steamer, of Rotterdam; 1,360 tons register; official No. 161, age 15 years, classed at Lloyd's 100 A. I.; bound from Singapore to Amsterdam with a general cargo, value not reported; 1 passenger, and a crew of 40 men.

(*For details of a collision between this vessel and the "Swordsman," see Wrecks No. 38.*)

118. **Culna.**—A British screw steamer, of Glasgow; 1,469 tons register; official No. 80,435, age 15 years; bound from Calcutta to Rangoon with a cargo of coals, value not reported; and a crew of 72 men.

Grounded above Jarmaker's Reach, river Hooghly, as she was proceeding down under pilotage charge at 7 A.M. of the 7th September. The vessel was caught in an eddy when rounding Moneekhally point, and would not answer her helm. She touched the ground slightly, and not having sustained any injury, she proceeded on. No loss of cargo. No life lost.

119. **Loch Carron.**—A British iron ship, of Glasgow; 2,075 tons register; official No. 90,033, age 8 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Melbourne with a cargo of molasses and bundles of gunnies, value ₹47,480; crew 28 men.

Grounded to the westward of the Upper Gaspar light ship as she was proceeding up the Hooghly river at 11 A.M. of the 11th September. There was no pilot on board at the time, and the Master in making for the Pilot brig struck on one of the shoals at the mouth of the river. She remained aground for about 9 hours, when the wind freshening and the tide rising, she moved off and proceeded to Calcutta under pilotage charge and in tow of the tug *Dalhousie*. On arrival she was examined by the Marine Surveyor, who reported that the

vessel had sustained damages, but not materially to affect her seaworthiness. No loss of cargo or life. The value of the damages sustained is not reported.

120. **Harsingar.**—A British Indian muchwa, of Kurrachee; 83 tons register; official No. 384 C., age 4 years; classed as a coasting craft; bound from Keis to Busrah, in ballast; crew 12 men.

Collided with a Persian buggalow, in a gale of wind, between Dowasir and Mohammerah in the Shat-el-Arab, Persian gulf, at 2-30 P.M. of the 11th September. The buggalow having caught the wind aft, ran across the river, and struck the *Harsingar* amidships and broke three of her planks, and did other slight damage; value not reported. No life lost.

121. **Lahore.**—A British inland steamer, belonging to the India General Steam Navigation Company, of Calcutta; 477 tons register; no official No.; bound from the Jute stations to Calcutta with a cargo of jute, value not reported.

Collided with a country boat, at 2-15 P.M. of the 12th September, near Camperbaches point, as she was proceeding up the Hooghly river with the flat *Nawab* in tow. The boat in endeavouring to cross the bows of the steamer got between her and the flat, and the manjee of the boat in attempting to reach the flat, and save himself, fell overboard and was drowned. No damage to steamer or cargo. The boat sustained no injury.

122. **Rampasa.**—A native craft, of Porbandar; 14 tons register; official No. 1, age 9 years; classed as a padow; was at Porbandar, with a cargo of sugar, wheat, etc., valued at ₹710; four passengers, and a crew of 5 men.

This vessel had proceeded to receive cargo from the mail steamer that had just arrived at the Porbandar harbour, and whilst returning she encountered high seas at the point known as Barno Shirno, and being driven ashore she grounded at 10 P.M. of the 14th September and was damaged to the extent of ₹250. Cargo to the amount of ₹567 was lost, and ₹143 damaged. No life lost.

123. **Krishnapersad.**—A British Indian lateen, of Malwan; 23 tons register; official No. 2,628, age 13 years; bound from Malwan to Bombay with a cargo of chillies, turmeric, cocoanuts, caju-nuts, brooms, and gunny bags; value ₹2,557; three passengers, and a crew of 8 men.

Whilst on her way to Bombay, this vessel encountered a violent gale of wind when opposite Moombri, a sub-port of Devgad, Bombay coast, where she capsized at 11 P.M. of the 20th September and all her cargo was lost. The value of the vessel is estimated at ₹500. No life lost.

124. **Waghee.**—A British Indian lateen, of Gogo; 21 tons register; official No. 160, age 48 years; bound from Broach to Surat with a cargo of bamboos, valued at ₹180; crew 7 men.

This vessel was at anchor at 9 P.M. of the 20th September, when she encountered strong weather which drove her on to a sandbank, about 6 miles from Dumas shore, Bombay coast, and damaged her to the extent of ₹400. Owing to her timbers having given way, a large quantity of water entered into the vessel, so that the whole of the cargo had to be jettisoned to save her. No life lost.

125. **Sheikh Berkhud.**—A British screw steamer, of Greenock; 157 tons register; official No. 98,302, age 3 years; classed at Lloyd's 100 A. I.; bound from Aden to Zeilah and Bulhar, with a general cargo; 15 passengers, and a crew of 28 men.

Grounded on the Sea Gull shoal off Zeilah, gulf of Aden, about the 23rd

September, owing to an error of the Master in having mistaken Sea Gull shoal buoy for Shab Fil Fil in the haze and dusk of the evening. She came off again at 7-30 P.M., without sustaining any damage. No loss of cargo. No life lost.

126. **Laxoomi.**—A British Indian hodi, of Karwar; 2 tons register; official No. 572, age 15 years; was at sea with fishing nets, valued at R100; and a crew of 5 men.

Collided with the steamer "*Sabarmati*" whilst the hodi was at anchor off Majalee, near the Parker Rock buoy, Bombay coast, at 3 A.M. of the 24th September, and damaged her to the extent of R50. The cargo was all lost. No life lost. The accident is attributed to the hodi not exhibiting any light.

127. **Canara.**—A British screw steamer, of Glasgow; 1,216 tons register; official No. 71,673, age 19 years; bound from Calcutta to Moulmein with a general cargo, value not reported.

Collided with the Waterloo wreck buoy at the Eastern gut, river Hooghly, as she was proceeding down under pilotage charge on the 26th September, and sank her. The occurrence was accidental and due to an inland steamer with two flats in tow, belonging to the India General Steam Navigation Company, having impeded her manœuvres. No damage to cargo. No life lost.

128. **Pachumba.**—A British screw steamer, of Glasgow; 867 tons register; official No. 73,804, age 18 years; bound from Kurrachee to Bombay with a general cargo, value not reported; 155 passengers, and a crew of 60 men.

This vessel, whilst proceeding on her voyage, grounded between Beyt and Dwarka, Kathiawar coast, at 3-35 P.M. of the 29th September, and lost one of the blades of the propeller; but sustained no other damage. No loss of cargo. No life lost.

OCTOBER.

129. **Kelton.**—A British four-masted ship, of Glasgow; 1,776 tons register; official No. 97,658, age 3 years; classed at Lloyd's 100 A.1; bound from Calcutta to Bolougne, with a cargo of jute; crew 28 men.

Collided with the tug "*Dalhousie*" on the Culpee roads, at 4-50 A.M. of the 8th October, as she was proceeding down the Hooghly river under pilotage charge and in tow of this tug. The vessels got clear three hours afterwards, and both sustained considerable damage. But as the damage to the *Kelton* was not of such a nature as to affect her seaworthiness, she was piloted out to sea. The accident was due to an error on the part of the Master of the tug. No damage to cargo. No life lost.

130. **Theyseer.**—A Persian country rigged bhoom, of Bushire; 67 tons register; official No. 1,202, age 16 years; bound from Kurrachee to Bushire with a cargo of kerosine oil, matches and charcoal, valued at R2,000; crew 9 men.

This vessel, whilst lying in Kurrachee harbour, was reported to be on fire at 4 P.M. of the 9th October, and as every assistance was rendered to extinguish it, no damage was done to the vessel, beyond a few pieces of the deck being cut up, and a few bags of charcoal played upon by the hose. No life lost.

131. **Warren Hastings.**—A British twin-screw steamer, of Greenock; 583 tons register; official No. 93,186, age 7 years; classed at Lloyd's + 100A.1.; employed in the river Hooghly as a steam tug; crew 50 men.

Struck the bank at Garden Reach, river Hooghly, with her stern, at 3-30 P.M.

of the 10th October. On being docked it was found that she had her rudder and pintles bent and the braces broken. Value of the damage not reported. The accident is attributed to eddy tides. No life lost.

132. **Laxmi.**—A British Indian lateen, of Thana; 26 tons register; official No. 6,735, age 6 years; bound from Trombay to Bombay with a cargo of rice, valued at ₹3,391-8; crew 11 men.

This vessel encountered strong winds and a heavy sea when about 375 yards from the Pestinshaw Salt Works, Trombay creek, Bombay coast, which caused one of her side planks to give way, and having shipped a large quantity of water, she grounded at 6 P.M. of the 12th October. The vessel was afterwards hauled up without damage. Cargo to the value of ₹1,160 was lost, and about ₹1,815 was damaged. No life lost.

133. **Fathemari Laxoomi.**—A British Indian lateen, of Ratnagiri; 51 tons register; official No. 11,370, age 6 years; classed as a country craft; bound from Ratnagiri to Sadashivgad, with a crew of 11 men; no cargo.

Encountered a squall when about 5 miles north-west of the Oyster Rock light, Bombay coast, and capsized at 11 P.M. of the 13th October. The vessel sustained damages to the extent of ₹350, and the Tindal reports having lost ₹400. No life lost; the men, having boarded another vessel which was passing by when the accident occurred, were brought to Karwar.

134. **Louise.**—A French iron barque, of Marseilles; 414 tons register; official No. 3,635; classed at Bureau Veritas $\frac{3}{3}$ L 11, 2nd Division, age 25 years; bound from Réunion to Calcutta, in ballast; crew 12 men.

Collided with the steam tug *Rattler*, which was anchored astern of her at Atcheepore, at 3 A.M. of the 20th October, as she was on her way up the Hooghly river under pilotage charge. No damage to vessel or cargo. No life lost.

135. **Cargo Boat No. 119.**—A native craft, of the Balasore port; 116 tons register; official No. 119 of 1892, age 7 years; bound from Calcutta to Chandbally with a cargo of kerosine oil, value ₹3,550; crew 11 men.

Grounded whilst entering the channel at the mouth of the Dhamra river, Orissa coast, on the night of the 21st October, and having strained herself about the bilge, she sprung a leak and was damaged to the extent of ₹150; 25 cases of kerosine oil were lost, value ₹100; and a portion damaged, value estimated at ₹250. No life lost.

136. **Janoki Bilas.**—A British Indian wooden schooner, of Chittagong; 65 tons register; official No. not reported; bound from Chittagong to Naraingunge; cargo not reported; crew 9 men.

This vessel whilst on her way to Naraingunge, encountered the cyclone that visited the coast of Chittagong on the 21st October, and had one of her masts broken, and one of the anchors carried away whilst in the Lalon river. No loss of cargo. No life lost.

137. **Kaffir.**—A British fore and aft steamer, of London; 1,774 tons register; official No. 99,062, age 2 years; bound from Chittagong to Port Said, with a cargo of jute; number of crew not reported.

Encountered a cyclone on the 21st October when off the coast of Chittagong, whilst a high sea swept off the covering of the second hatchway from forward, carried away two foremost boats, and badly staved in the after one on the starboard side. Her ventilators on deck were also injured; value of damage not reported. No loss of cargo. No life lost.

138. **Woodburn.**—A British iron ship, of Greenock; 1,425 tons register; official No. 63,470, age 21 years; classed at Lloyd's 100 A. I.; bound from Chittagong to Dundee with a cargo of jute, value 3,80,000 Rupees; and a crew of 25 men.

This vessel left Chittagong on the 21st October, and at 2 A.M. of the day following she fell in with the cyclone in the Bay of Bengal, off the Chittagong coast, Lat. 21° 15′ N., Long. 91° 10′ E., which totally dismasted her, and damaged her deck-houses, bulkheads, bulwarks, etc., and carried away four of her boats. She drifted thence to Puri under a jurymast, where she was picked up on the 29th idem by the British Indian Steam Navigation Company's S. S. "*Nevassa*" and towed into Sandheads. She was again taken in tow by the tug *Rescue* and brought up to Calcutta. The damage sustained by her is estimated at £11,000. Value of the cargo jettisoned R800. A portion of the cargo was damaged; value not stated. No life lost; the Master was seriously injured. The vessel was afterwards put up for sale in Calcutta.

139. **Lutchar Rohoman.**—A British Indian wooden brig, of Chittagong; 174 tons register; official No. not reported; bound from Naraingunge to Chittagong with a cargo of jute, valued at R28,280; and a crew of 12 men.

Encountered cyclonic weather on her way from Naraingunge to Chittagong, and having had her helm and two of her anchors carried away by the current, she grounded at Moonshi chur, near Sundeep, Chittagong coast, at 2 P.M. of the 22nd October; she also had six pieces of the sail carried away and her mizzenmast broken. The value of the damage sustained by the vessel is estimated at about R2,000. No damage to cargo. No life lost.

140. **Cochin.**—A British Indian wooden brig, of Chittagong; 132 tons register; official No. not reported; age 1 year; bound from Chittagong to Naraingunge, in sand ballast, and a crew of 12 men.

This vessel was on her way to Naraingunge, and whilst anchored at Lalon chur, was overtaken by the cyclone that visited the coast of Chittagong at 8 A.M. of the 22nd October. One of the anchors having parted, with the other she dragged on to Shahbazpore, where she stranded and had her rigging stays, etc., carried away, and her masts damaged. The damage to the vessel is estimated at R2,000. Having floated off again she arrived safely at her destination. No lives lost.

141. **Sophia.**—A British Indian wooden brig, of Chittagong; 179 tons register; official No. not reported; bound from Naraingunge to Chittagong with a cargo of jute, valued at R23,875; and a crew of 4 men.

This vessel whilst anchored at No. 4 buoy, Kurnafulli river, Chittagong coast, encountered a heavy gale on the 22nd October, and dragging her anchor fouled the ship "*Hollinwood*," bent one of her bolts, and broke her port main chain and moulding; value not reported. The "*Sophia*" had her fore topmast, etc., broken; value R300. No loss of cargo. No life lost.

142. **Rohul Amanath.**—A British Indian wooden brig, of Chittagong; 157 tons register; official No. not reported, age 3 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at R29,050; and a crew of 12 men.

This vessel, whilst on the way to her destination, encountered the cyclone which visited the coast of Chittagong, at 5 P.M. of the 22nd October, and being driven ashore, grounded at Kekras chur, in Shahbazpore, where she lost two of her anchors, and had her sails (8 pieces) carried away, and her helm and

mizzenmast broken. The value of the damage is estimated at R1,500. No loss of cargo. No life lost.

143. **Shukraprasad.**—A British Indian suwalla, of Jaitapur; 27 tons register; official No. 5,047, age 37 years; bound from Mora to Calicut with a cargo of salt, valued at R3,240; and a crew of 10 men.

This vessel having encountered bad weather on her voyage, was coming into the port of Jaitapur for shelter; but owing to the force of the spring tide she was carried on to the rocks near the Yeshwantgad fort in the Jaitapur creek, Bombay coast, at 8 P.M. of the 26th October, where she was capsized and damaged to the extent of R500. The cargo was all lost. No life lost.

144. **Nelayathatchy.**—A British Indian wooden brig, of Colombo; 105 tons register; official No. 81,071, age 20 years; bound from Car Nicobar to Calcutta with a cargo of cocoanuts, valued at R1,800; and a crew of 17 men.

This vessel, whilst on her way to her destination, encountered a cyclone at 3 P.M. of the 26th October, eastward of the Andamans, Lat. 12°10′ N., Long. 93°30′ E., Indian ocean, and was totally dismasted, and had her jibboom also carried away; value R1,500. She put in at Coconada under a jurymast after having jettisoned cargo to the amount of R60. No life lost.

145. **Chancellor.**—A British screw steamer, of Liverpool; 3,037 tons register; official No. 97,882, age 2 years and 3 months; classed at Lloyd's 100 A.1.; from Liverpool to Calcutta, with a general cargo, value not reported; and a crew of 69 men.

Grounded in the Jellingham channel, Hooghly river, as she was proceeding up under pilotage charge at 1·15 P.M. of the 31st October. She remained aground for about 15 minutes, and then proceeded without sustaining any damage. No loss of cargo or life.

NOVEMBER.

146. **Katheriah.**—A British Indian wooden brig, of Tuticorin; 116 tons register; official No. 4 of 1893, age 2½ years; bound from Masulipatam to Negapatam with a cargo of paddy, rice, and corriander, valued at R8,000; crew 16 men.

Encountered cyclonic weather between Pondicherry and Porto Novo, Madras coast, on the 5th November, which carried away her fore and main masts, with yards, sails, rigging, and all deck gear, amounting to about R4,000. About 500 bags of the cargo were jettisoned, value R3,500; and about R1,000 worth were damaged. No life lost.

147. **Dulwich.**—A British screw steamer, of London; 2,111 tons register; official No. 102,801; age 1 month; bound from Cardiff to Aden, with a cargo of coals, and a crew of 27 men.

Grounded at Settlement point, cape Babel Mandeb, gulf of Aden, at midnight of the 6th November, owing to a strong current which drifted her on to shoal water. The accident was trifling and the vessel sustained no damage. No loss of cargo. No life lost.

148. **Fatey Salamat.**—A native craft, of Cutch Mandvi; 92 tons register; official No. 1881, age not known; classed as a ganja; bound from Basra to Bhavnagar with a cargo of wet dates, value R7,000; and a crew of 8 men.

Stranded near the Cutch Mandvi light-house at 1 P.M. of the 9th November, owing to a strong current and a high sea. A portion of the cargo was jettisoned to lighten her, but as she sprung a leak, she filled with water and

swamped. She afterwards floated off and proceeded to her destination. About R800 worth of cargo was lost; and about R4,500 damaged. No life lost.

149. Rauenthaler.—A German steel screw steamer, of Bremen; 1,830 tons register; official No. 843, age 4 years; classed at Lloyd's; bound from Hamburg to Calcutta with a general cargo, value unknown; and a crew of 44 men.

Grounded at Hooghly point, river Hooghly, about noon of the 10th November, owing to the vessel not answering her helm in a stormy current, whilst proceeding up under pilotage charge. She came off immediately without apparently sustaining any damage. No loss of cargo. No life lost.

150. Mona Mari.—A British Indian lateen, of Thana, 16 tons register, official No. 4,336, age 35 years; bound from Bhwindi to Bombay with a cargo of rice, valued at R1,722, and husks valued at R82; crew 8 men.

Encountered a heavy gale of wind at 1 P.M. of the 15th November, which carried away her mast and sail and rendered her unmanageable. Her side planks also giving way, she shipped water and swamped near Pirpoula, Trombay creek, Bombay coast. The damage to the vessel is estimated at R6. Cargo lost, value R1,750; and damaged, value R50. No life lost.

151. Ramban.—A British Indian lateen, of Mahim, 9 tons register, official No. 1,294, age not known; classed as a country craft; was at Dantivra; crew 10 men; no cargo.

Whilst proceeding to sea for fishing purposes, this vessel encountered strong adverse winds and high seas at 6 P.M. of the 19th November, which carried away her mast when about two miles off Dantivra, Bombay coast, and having shipped a large quantity of water she drifted in a water-logged condition into Edwan, a sub-port of Dantivra, where she struck against a rock, and was damaged to the extent of R125. No life lost.

152. Bhawani.—A British Indian lateen, of Alibag; 6 tons register; official No. 1,077, age 17 years; classed as a country craft; was at anchor at Mandwa; crew 7 men; no cargo.

This vessel was at anchor in the port of Mandwa, Bombay coast, and in consequence of high winds and a heavy sea she filled with water, and swamped on the night of the 19th November. No life lost.

153. Daria Dolat.—A British Indian wooden barque, of Bulsad; 20 tons register; official No. 2,544, age 8 years; bound from Porbandar to Surat; cargo, stone slabs of the value of R90; and a crew of 8 men.

Encountered a cyclone which carried away her sail; and as the vessel became unmanageable, some of the cargo was jettisoned, and at 3 P.M. of the 19th November, she stranded, when at a distance of about half a mile from the port of Rajpura, Kathiawar coast. She was damaged to the extent of R220; value of cargo jettisoned, R55. No life lost.

154. Fateh Karim.—An Arabian ganja, of Muscat; 92 tons register; official No. 1,645, age 5 years; bound from Bombay to Muscat with a cargo of rice, oil, saltpetre, lead, pepper etc., valued at R7,649; 22 passengers, and a crew of 17 men.

This vessel was on her way back from Bombay to Muscat, and whilst in the Surat creek, she encountered a severe gale of wind, which drove her into the harbour of Dhamlej under Sutrapada, Kathiawar coast, where she stranded at 2 P.M. of the 19th November, and was damaged to the extent of R4,000.

A portion of the cargo was lost, value R1,832-10. The passengers' luggage to the value of R1,076-6 was recovered damaged. No life lost.

155. **Khatanpasha.**—A native craft, of Salaya; 50 tons register; official No. 215, age 5 years; bound from Bombay to Salaya with a cargo of petroleum, rice, etc., valued at R3,000; and a crew of 7 men.

This vessel having encountered cyclonic weather near Shimar bandar, Kathiawar coast, stranded at 3 A.M. of the 19th November and was damaged to the extent of R20. The value of the cargo lost is estimated at R1,700. No life lost.

156. **Tulsi** *alias* **Nurshehena.**—A native craft, of Veraval; 40 tons register; official No. 21, age 12 years; bound from Margam (Goa) to Porbandar with a cargo of cotton seeds, and oil, value not reported; and a crew of 9 men.

Encountered cyclonic weather and stranded on the 19th November on a shoal between the village of Bhakadar and a roadstead called Varah Swarup, Kathiawar coast, and was damaged to the extent of R3,500. The cargo jettisoned and damaged is valued at R500. No life lost.

157. **Kashiprasad.**—A British Indian wooden barque, of Bulsad; 27 tons register; official No. 2,442, age 8 years; bound from Rajpura to Bulsad with a cargo of fish, valued at R1,295-4; and a crew of 9 men.

This vessel was about to leave the port of Rajpura with her cargo, when at 3 A.M. of the 20th November, she encountered a severe gale of wind, which necessitated her jettisoning a portion of her cargo; and her anchors having parted, she stranded on the sea-shore, at a distance of about ¾ of a mile from Rajpura, Bombay coast, and was damaged to the extent of R160. The whole of the cargo was lost. No life lost.

158. **Ameena Rahiman.**—A British Indian wooden brig, of Cochin; 191 tons register; official No. 2 of 1889, age 16 years; bound from Negapatam to Adrampatam, with a cargo of rice in bags, and a crew of 20 men.

This vessel whilst on her voyage encountered heavy weather, had her sails torn to pieces, and being unable to proceed any further, she stranded at 5 P.M. of the 22nd November, when about one mile north of the village of Pushpavanan and 5 miles off the Sea Customs Office at Tapiturai. She was damaged to the extent of R10,000. Cargo to the value of R450 was lost. No life lost.

159. **Yashwanti.**—A British Indian lateen, of Ratnagiri; 7 tons register; official No. 11,584, age 6 years; classed as a country craft; bound from Bombay to Pen with a cargo of cocoanuts, valued at R300; crew 4 men.

Stranded on a sunken rock opposite Pirwadi, Bombay coast, on the night of the 24th November, and as she capsized she filled with water and was damaged to the extent of R50. The whole of the cargo was lost. No life lost.

DECEMBER.

160. **Nerbudda.**—A British screw steamer, of Glasgow; 1,948 tons register; official No. 86,747, age 10 years; classed at Lloyd's 100 A. I.; bound from Penang to Rangoon, with a general cargo, 117 passengers, and a crew of 90 men.

Stranded at 6 P.M. of the 4th December near Monkey Point battery, eastern face, Rangoon river, owing to the vessel not answering her starboard helm when the currents were contrary. She sustained no damage. No loss of cargo. No life lost.

161. **Nawab.**—A British screw steamer, of Liverpool; 2,041 tons register;

official No. 96,383, age 4 years; classed at Lloyd's +100 A. 1.; bound from Bombay to Calcutta, with a general cargo.

Collided with a country boat laden with kerosine oil, at 3-15 P.M. of the 13th December, as she was proceeding up the Hooghly river under pilotage charge. The accident is attributed to the boat changing her course when the *Nawab* was crossing the river half way between Jarmaker's Reach and Mooneekhally point. The boat was sunk; but no life lost.

162. Ramprasad.—A British Indian lateen, of Malwan; 17 tons register; official No. 2,917, age 13 years; bound from Malwan to Kundapur with a cargo of salt, valued at R1,728; and a crew of 7 men.

This vessel whilst on her way to Kundapur encountered strong easterly winds which drove her on to the sunken rocks opposite the port of Newty, Bombay coast, where she sprung a leak, at 1 P.M. of the 17th December, and was damaged to the extent of R100. The whole of the cargo was lost. No life lost.

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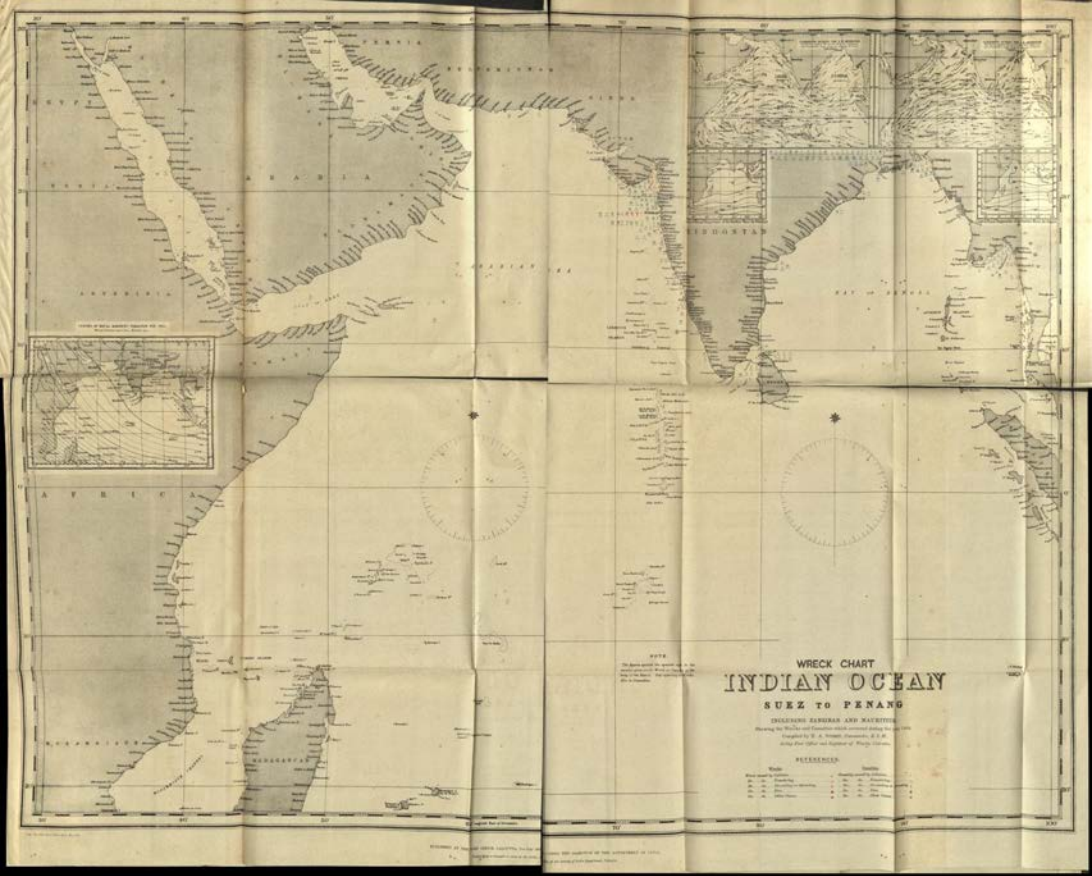
WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZANGBAR AND MAURITIUS
REFERENCES
ARABIA
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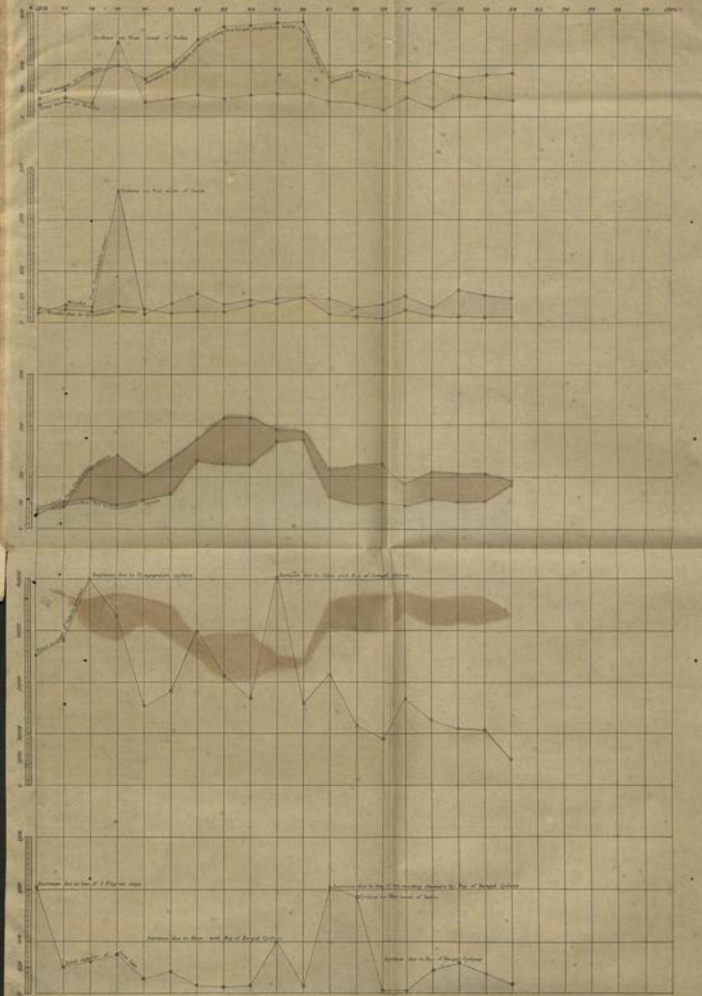
MADAGASCAR
NOTE

DIAGRAM.

Showing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1870 to 1894 inclusive.



GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1894,

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST NINETEEN YEARS.

PREPARED BY

H. A. STREET, *Commander, R.I.M.*,

ACTING PORT OFFICER AND REGISTRAR OF WRECKS.

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REVIEW.

DURING the year 1894, there were 234 reported wrecks and casualties in Indian waters, showing a slight increase over the past five years. The number of lives lost is 81. Of this number, 63 perished in the *Setthi*, a Siamese steamer, which was abandoned and finally wrecked on the coast of Burma, in April of that year. The tonnage lost is the smallest shown since 1865: the loss of the *Lanark*, a British screw steamer, of 1,973 tons register, on the Sacramento shoal, on the Madras coast, having added very materially to swell up this year's figure. The other vessels lost were either British Indian or Native craft of small tonnage.

Of the 55 wrecks reported during the year, there were 4 British and Foreign vessels, 44 British Indian, and 7 Native craft: and of the 179 casualties reported, there were 95 British and Foreign vessels, 70 British Indian and 14 Native craft.

Of the total of 234 wrecks and casualties, there were 38 collisions, 7 founderings, 54 groundings, 60 strandings, and 75 miscellaneous cases.

The Table of "General localities" in which these wrecks and casualties occurred shows that the largest number, *viz.*, 72 occurred in the Bombay and Malabar coast, 16 in the Sind and Kathiawar coasts, 8 in the Madras, Coromandel, and Orissa coasts, 47 in the Hooghly river and Bay of Bengal, and 38 in the Chittagong and Burma coasts; the remainder having occurred elsewhere in smaller numbers, as shown in the Table.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1894, the total tonnage of vessels wrecked and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1894 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost, during the years 1865 to 1894 inclusive.

A.—Causes to which the reported Maritime disasters may be attributed.

| | Collisions. | | | | | | | | | | | | | | | | | | | | | | | | | Founderings. | | Groundings. | | | | | | | | | | | | | | | | | | | | | | | | Strandings. | | | | | | | | | | | | | | | | | | | | | | | | Miscellaneous. | | | | | | | | | | | | | | | | | | |

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Carbar, Bengal.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Hooghly river.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Megna river.	Orissa coast.	Red sea.	Sind coast.	Sooniterburn.	TOTAL.
WRECKS.																						
British and Foreign	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	4
British Indian and Native craft	...	1	...	16	5	...	9	3	4	1	...	...	4	...	3	1	...	1	...	3	...	51
CASUALTIES.																						
British and Foreign	3	3	5	3	19	2	...	2	6	1	41	1	...	1	1	...	2	...	5	...	...	95
British Indian and Native craft	...	1	1	43	1	...	9	6	1	...	...	...	7	2	6	4	...	1	...	2	...	84
	3	5	6	62	27	2	18	11	11	3	41	1	11	3	10	5	2	2	5	5	1	234

C.—Statement showing the number of reported maritime Wrecks and Casualties in Indian waters in each month of the year 1894; the total tonnage of vessels wrecked; and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	3	5	4	12	10	8	2	1	2	6	1	1	55
Do. Casualties	19	15	15	20	16	14	8	7	13	20	17	15	179
Total tonnage of vessels wrecked.	6	206	259	875	2,507	638	294	9	61	318	1	6	5,180
Number of lives lost.	...	...	...	63	3	6	...	...	...	7	2	...	81

D.—Comparative statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1894 inclusive, showing, respectively, British and Foreign vessels, British Indian vessels, and Native craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	14	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	12	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	174
1890	10	11	28	14	9	1	73*	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179

* Including the two British Indian vessels of which no details were furnished.

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1894 inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,552	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,804	148	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	46,656	85	
1875	62	11,193	65	
1876	110	23,866	95	*Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jerad* both wrecked in the Red Sea, nor the Master and crew of both these vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda Bux* supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Fattal Karim*, *Fattay Rossack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Karim*, *Fattay Rossack*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,239	912	Not including the tonnage of one British Indian and two Native craft which were not given.
1889	217	9,629	35	
1890	214	16,973	22	
1891	231	12,068	240	
1892	230	10,410	272	
1893	223	12,428	170	
1894	234	5,180	81	

From the foregoing it will be seen that during the past 30 years (1865 to 1894 inclusive) the annual average number of the reported Wrecks and Casualties in Indian waters has been 197; the average total tonnage lost was 18,994 and the average number of lives lost, 132.

A diagram showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1894 inclusive, is also appended to the Return.

H. A. STREET, *Commander, R.I.M.*,
Acting Port Officer and Registrar of Wrecks.

PORT OFFICE, CALCUTTA,
The 31st July 1895.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo, and its total value.
1	*Luxmi*	6	British Indian vessel	January 16th	Mitbad	Vitiadurg	No cargo
2	*Soogarpassa*	...	Do. do. kotia	Do. 25th	Kurrachee	Khambaria	Cotton and dhall, valued at R300.
3	*Soogerpersad*	...	Do. do. ganja	Do. 27th	Busrah	Bhavnagar	Dates, value unknown
4	*Fateh Reman*	64	Native craft	February 1st	Kurrachee	Broach	Dates, potatoes and sugar, valued at R3,812.
5	*Imamshaye*	30	British Indian dinghy	Do. 8th	Do.	Keti	No Cargo
6	*Dhanprasad*	36	Do. do. padow	Do. 9th	Bulsar	Tankari	Rafters, bamboos, Porbandar stones, rice and asinda leaves, valued at R1,726-2-6.
7	*Cargo Boat No. 124*	23	Do. do. cargo boat	Do. 10th	Plying in the Moulmein river		Paddy, valued at R825
8	*Bhavaniprasad*	53	Do. do. batel	Do. 19th	Bombay	Bhavnagar	Teakwood beams, and teak wood pieces, valued at R5,492-8-8.
9	*Sawai Palki*	137	Do. do. pattimar	March 2nd	Calicut	Bombay	Jungle wood planks and bamboo chips, valued at R2,017-4-0.
10	*Sakri*	9	Do. do. muchwa	Do. 7th	Barkur	Mangalore	Turmeric, value not reported.
11	*Eclipse*	30	British steam launch	Do. 11th	Chandpur	Feeny	No cargo
12	*Madevpassa, alias Papdio.*	83	British Indian ganja	Do. 13th	Bulsar	Salaya	General cargo, and timber valued at R1,880.
13	*Narayen Prasad*	26	Do. do. padow	April 10th	Anchored at Kumta		No cargo
14	*Pulu*	148	British inland steamer	Do. 11th	Mandalay	Thabeikkyen	Not reported
15	*Salamati*	9	British Indian vessel	Do. 12th	Jaygad	Dabhol	No cargo
16	*Adeyletchemy*	49	Do. do. wooden schooner.	Do. 19th	Kaits	Trincomalee	Jaggery, onions, mats, in baskets, value unknown
17	*Nagore Merra Saib*	133	Do. do. brig	Do. do.	Akyab	Jaffna	Paddy, value not reported
18	*Khatanprasad*	20	Do. do. padow	Do. 26th	Bombay	Mandvi	Coke, valued at R96
19	*Mah Gyee*	44	Do. Burman kattoo	Do. do.	Palaw	Tavoy	Dhanna leaves, valued at R300.
20	*Oung Tha Myat*	46	Do. do.	Do. 29th	Rangoon	Do.	In ballast.
21	*Oung Ban*	33	Do. do.	Do. do.	Do.	Do.	General, value not reported.
22	*Yan Oung*	47	Do. do.	Do. do.	Do.	Do.	Do. do.
23	*Setthi*	278	Siamese steamer	Do. do.	Do.	Do.	Rice and bran, value not reported.
24	*Yeshwanti*	42	British Indian suwalla	Do. 30th	Mangalore	Marmagao	Tiles, valued at R1,243
25	*Vithalprasad*	78	Do. ganja	May 2nd	Surat	Dwarka	Cotton seeds, wheat, etc., valued at R1,631.
26	*Dropati*	11	Do. vessel	Do. 4th	Tadri	Sadashivgad	Chillies, oil, hardware, cutlery, etc., valued at R312-4.
27	*Mohcydeen Hydroos*	20	Do. wooden brig	Do. do.	Negombo	Manar	Rice, gram, timber, kerosine oil, etc., valued at R600.
28	*Ruparel*	43	Do. padow	Do. 5th	Surat	Bombay	Cotton twist, valued at R6,091
29	*Meenatchy Sundran*	134	Do. brig	Do. do.	Tuticorin	Naptiff	In ballast
30	*Dhangro*	5	Do. muchwa	Do. 9th	Bavalyari	Gogo	Tamaria fuel, valued at R12.
31	*Fattemari Krishnaprasad.*	31	Do. vessel	Do. 21st	Bombay	Newara	No cargo
32	*Rangoon*	56	Do. wooden schooner.	Do. 26th	Chittagong	Chandpur	Husked and unhusked rice, valued at R5,000.
33	*Tiruporar Marugaiah Purany.*	156	Native craft	Do. 30th	Pamban	Madras	Planks and furniture, valued at R5,000.
34	*Lanark*	1,973	British screw steamer	Do. 31st	Middlesborough	Cocanada	Railway material, value not reported.
35	*Dawlat Prasad*	80	British Indian kotia	June 5th	Honavar	Dwarka	Timber and bamboo blinds, valued at R98-4-0.
36	*Khatao Pasa*	78	Do. do.	Do. 8th	Pomani	Bombay	Cocoanuts, mangoe planks, coir, etc.
37	*Hariprasad*	85	Do. pattimar	Do. 9th	Alleppy	Do.	Copra, coir, galangal roots, valued at R12,700-15-0.

Waters during the year 1894.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At the entrance of the Mitbad creek	Bombay coast	Grounding.—Tides and currents	None lost	.....
At Wari Kanjal Gaba	Sindh do.	Capsized.—Heavy weather	Do.	Cargo all lost.
Off Omarah on the Makran coast	Arabian sea	Foundering.— Do.	Do.	Do.
Near Tataja in the village of Mathola	Kathiawar coast	Stranding.—Error of the Tindal	Do.	Do. partially lost.
At the entrance of the Sirsa creek	Sindh do.	Grounding.—Heavy weather	Do.	.....
At the mouth of the Dhadhar river	Gulf of Cambay	Capsized.—Tides and currents	Do.	Cargo all lost
North of Wales' rock buoy, Salween (Moulmein) river.	Burma coast	Collision with the *Rasmara*. Error of the Master.	Do.	Do.
At Varangal, Mandvi creek	Bombay do.	Stranding.—Tides and currents	Do.	Do. partially lost.
Off Khanderi island.	Do. do.	Capsized.—Heavy weather	Do.	Do. all lost.
At the entrance of the harbour of Mangalore	Do. do.	Grounding.—Error of the Tindal	Do.	Do. partially lost.
At Iskakhally, on the Megna about 4 miles south of the Fenny river entrance.	Soonderbunds	Do. Heavy weather	Do.	None lost.
Opposite the Calicut light-house	Malabar coast	Do. Tides and currents	Do.	Cargo partially lost.
At Kumta, Kanara	Do. do.	Do. Do.	Do.	.....
In the Irrawaddy river above Mandalay	Burma do.	Collision with the Government steam launch *Bandit*.—Error of the Serang of the *Pulu*.	Do.	.....
In the Asgoli creek	Bombay do.	Stranding.—Heavy weather	Do.	.....
Point Pedro harbour	Ceylon do.	Do. Do.	Do.	Cargo partially lost.
On the Kankasenturi river	Do. do.	Do. Tides and currents	Do	None lost.
Whilst entering the port of Mandvi	Bombay do.	Sprung a leak.—Old and rotten	Do.	Do.
Between Yeh and Tavoy	Burma do.	Foundering.—Heavy weather	Do.	Cargo all lost.
Do. do.	Do. do.	Stranding.— Do.	Do.	.....
Off the Krishna light vessel, gulf of Martaban	Do. do.	Foundering.— Do.	Do.	Cargo partially lost.
22 miles N. E. of the Krishna light vessel, gulf of Martaban.	Do. do.	Do. Do.	Do.	Do. all lost.
Lat. 15° N., Long. 97° E., gulf of Martaban	Do. do.	Do. Do.	63 lost	Do. do.
Entrance to Mangalore breakwater	Malabar do.	Stranding.—Error of the Master	None lost	Do. do.
Off Adi, at the entrance of the Tapti river	Bombay do.	Foundering.—Heavy weather	Do.	Do. partially lost.
Whilst anchored in the port of Kardar, in the Karwar taluka.	Do. do.	Stranding.— Do.	Do.	Do. do.
At the port of Negombo	Ceylon do.	Do. Tides and currents	Do.	Do. all lost.
On a sand bank at the entrance of the Tapti creek.	Gulf of Cambay	Grounding.— Do.	Do.	Do. partially lost.
Between Manali and Moosel islands	Gulf of Manar	Stranding.— Error of the Master	Do.	.....
Near the Piram island light	Gulf of Cambay	Capsized.— Heavy weather	3 lost	Cargo all lost.
At the entrance of the Newara creek	Bombay coast	Grounding.— Do.	None lost	.....
In the Sundeep channel	Chittagong do.	Foundering.— Do.	Do.	Cargo partially lost.
Whilst crossing Calimere point	Coromandel do.	Stranding.— Do.	Do.	Do. all lost.
Sacramento shoal, 14 miles south of the light-house.	Do. do.	Do. Error of the Master	Do.	Do. do.
Near the mouth of the Honavar creek	Bombay do.	Do. Tides and currents	Do.	None lost.
On a bed of sand in the port of Gonkhadi	Do. do.	Do. do.	Do.	Cargo partially lost.
Brindel, in Baria bander, Anjanvel.	Do. do.	Capsized.— do.	Do.	Do. all lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
38	*Haripassa*	127	Native craft	June 13th	Bombay	Kurrachee	Cocoanuts, turpentine, and rafters, value not reported.
39	*Dolatpasha*	49	Do. do.	Do. do.	Zanzibar	Pemba and Cutch Mandvi.	Cocoanuts, rafters and cloves, valued at R1,105.
40	*Dolatpasa alias Savaj*	18	Do. do.	Do. do.	Kurrachee	Hoyt.	Cotton seeds, moong, wheat, gram, rice, valued at R4,000.
41	*Ganishprasad*	48	British Indian padow	Do. 14th	Calicut	Salaya	Timber, valued at R444.
42	*Stree Sathia Narayana Moorty.*	153	Do. wooden brig	Do. 27th	Akyab	Chittagong	Paddy, valued at R7,070
43	*Kanaka Durga*	79	Do. do. schooner.	July 4th	Chittagong	Chandpur	Railway materials, value not reported.
44	*Emulous*	215	Do. do. brig	Do. 24th	Do.	Do.	Railway sleepers, value not reported.
45	*Navdi Labhsavai*	9	Do. vessel	August 18th	Khanbandar	Bhavnagar	Wheat, valued at R488
46	*Pansi*	18	Native cargo boat	September 5th	Mandata	Chandbali	Rice and paddy, valued, at R927.
47	*Baldeo Prasad*	43	British Indian muchwa	Do. 15th.	Jaygad	Calicut	No cargo
48	*Ruparel*	21	Do. padow	October 5th	Matvad	Revdanda	Do.
49	*Khudabaksh*	75	Do. batel	Do. 25th	Broach	Bombay	Do.
50	*Parvati Prasad*	59	Do. do.	Do. 26th	Baliapatam	Bhavnagar	Malabar payan wood, valued at R630.
51	*Labhsavai*	29	Do. padow	Do. do.	Surat	Bombay	Gram, dhall, etc., valued at R2,500.
52	*Alimadat*	...	Native craft	Do. do.	Ponani	Broach	Cocoanuts and bamboo blinds, value not reported.
53	*Macheri*	134	British Indian padow	Do. 26th	Bombay	Gogo	Teel, oil cakes, kharsani oil, etc., valued at R1,300.
54	*Salawati*	1	Do. hodi	November 30th.	Was out at sea for fishing purposes		No cargo
55	*Gatia*	6	Do. vessel	Dec. 25th	Alibag	Panvel	In ballast

Waters during the year 1894—concluded.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Madharpore	Kathiawar coast	Stranding.—Heavy weather	None lost	Cargo partially lost.
Near Vallodra, about 10 miles from Veraval	Do. do.	Do. do.	Do.	Do. do.
Near Seemarabaria	Sind do.	Do. do.	Do.	Do. do.
Near the Arnala fort, Salaya bandar	Kathiawar do.	Stranding.—Heavy weather	Do.	Do. do.
3 miles north of Faquir point	Burma do.	Grounding.—Tides and currents	1 lost	Do. all lost.
On a chur, north of Koocheeamara, Megna river	Chittagong do.	Do. do.	None lost	Do. do.
Do. Do.	Do. do.	Do. do.	Do.	Do. do.
Outside of Khambandar creek	Gulf of Cambay	Capsized.— do.	Do.	Do. partially lost.
In the fairway channel, Byturni river, below Durgapur.	Orissa coast	Collision with the steamer *Seagull*.—The cargo boat not exhibiting light.	Do.	Do. all lost.
Near the island of Netrani, opposite Shirali	Bombay do.	Capsized.— Heavy weather	Do.	.....
Off the Khanderi island	Do. do.	Do.— do.	Do.	.....
On a sand bank off Adi, on the Tapti river	Gulf of Cambay	Grounding.— do.	Do.	.....
At Ubhrat	Do. do.	Stranding.—Tides and currents	Do.	Cargo all lost.
At Umbergaon	Do. do.	Sprung a leak.—Heavy weather	Do.	Do.
Opposite Dumas, Tapti river	Do. do.	Stranding.— do.	Do.	Do.
3 miles east of Piram	Do. do.	Do. do.	Do.	Do.
At sea, off Baroondi	Bombay coast	Collision with a machwa.—Unknown	2 lost	.....
On a rock near Sasavne	Do. do.	Stranding.—Heavy weather	None lost	.....

NOTES ACCOMPANYING THE WRECK STATEMENT FOR 1894.

JANUARY.

1. **Luxmi.**—A British Indian vessel, of Viziadurg; 6 tons register; official No. 4700, built in 1860; classed as a muchwa; bound from Matvad, a sub-port of Achra, to Viziadurg; no cargo; crew 3 men.

This vessel whilst under sail encountered a rough sea and strong adverse winds, at 4 A. M. of the 16th January, which drove her on the shoal at the entrance of the Mitbad creek, Bombay coast, where she stranded and went to pieces. No life lost.

2. **Soogarpassa.**—A British Indian kotia, of Khambaria; registered tonnage and official number unknown; age 10 years; classed as a coasting craft; bound from Kurrachee to Khambaria, with a cargo of loose cotton and dhall, valued at about R300; crew 5 men and a boy.

Encountered heavy weather on the voyage to Khambaria, and having capsized at 9 P.M. of the 25th January at Wari-kanjul Gaha, Sind coast, was entirely lost with all her cargo. No life lost.

3. **Soogerpersad.**—A British Indian ganja, of Cutch Mandvi; registered tonnage and official number unknown; age 10 years; classed as a coasting craft; bound from Busrah to Bhavnagar, with a cargo of dates, value unknown; one passenger, and a crew of 9 men.

Encountered very heavy weather off Ormarah, on the Makran coast, Arabian sea, and foundered at 6 A.M. of the 27th January. The value of the vessel is not reported. Cargo all lost. One life lost.

FEBRUARY.

4. **Fateh Reman.**—A native craft, of Mundra; 64 tons register; official No. 1589; age 7 years; bound from Kurrachee to Broach, with a cargo of dates, potatoes and sugar, of the aggregate value of R3,812, and a crew of 8 men.

Stranded on the rocks near Talaja, village of Methla, Kathiawar coast, at 7 P.M. of the 1st February and sank The accident was due to the Master being ignorant of the course he was taking. The cost of the vessel is estimated at R3,000. Cargo to the value of R3,512 was lost, and about R300 saved. No life lost.

5. **Imamshaye.**—A British Indian dinghy, of Kurrachee; 30 tons register; official No. 369C.; age 7 years; classed as a coasting craft; bound from Kurrachee to Keti, with a crew of 6 men, no cargo.

Grounded at the entrance of the Sirsa creek, Sindh coast, at 4 P.M. of the 8th February, owing to stress of weather, and broke in two. The value of the vessel is estimated at R1,500. No life lost.

6. **Dhanprasad.**—A British Indian padow, of Bulsar; 36 tons register; official No. 1700; age 35 years; classed as a country craft; bound from Bulsar to Tankari, with a cargo of rafters, bamboos, Porbandar stones, rice and asindra leaves, of the aggregate value of R1,727-2-6, and a crew of 9 men.

This vessel whilst entering the mouth of the Dhadhar river, gulf of Cambay, struck against a sand bank owing to a strong current, and capsized at 5 P. M. of the 9th February. The value of the vessel is estimated at about R1,000. The whole of the cargo was lost. No life lost.

7. Cargo Boat No. 124.—A British Indian cargo boat, of Moulmein; 23 tons register; official No. not reported; age 6 years; was plying in the Salween or Moulmein river; cargo paddy, valued at R825; one passenger and a crew of 3 men.

(*For details of a collision between this vessel and the "Rasmara," see Casualty No. 24.*)

8. Bhavaniprasad.—A British Indian batel, of Surat; 53 tons register; official No. 3741; age unknown; classed as a country craft; bound from Bombay to Bhavnagar, with a cargo of teakwood beams and teakwood pieces, valued at R5,498-8, and a crew of 12 men.

This vessel, whilst entering the Manori creek, Bombay coast, on the 16th February, touched the ground and sprung a leak. To prevent its filling with water and sinking she was brought into shallow water and held fast by ropes until the 19th idem, when owing to the force of the tide the ropes broke and the vessel drifted as far as Yerangal, where she struck against a rock and broke to pieces at 9 A.M. of that day. The value of the vessel is estimated at R4,000. Cargo to the value of R2,413-8 was lost. No life lost.

MARCH.

9. Savai Palki.—A British Indian pattimar, of Ratnagiri; 137 tons register; official No. 10224; age about 41 years; classed as a country craft; bound from Calicut to Bombay, with a cargo of jungle wood planks and bamboo chips, valued at R2,017-4-0, and a crew of 19 men.

The pattimar, whilst anchored off Khanderi island, Bombay coast, encountered adverse winds, and as she sprung a leak, she was abandoned by the crew. She ultimately capsized and became a complete wreck at 7 A.M. of the 2nd March. The value of the vessel is estimated at R1,500. The whole of the cargo was lost. No life lost.

10. Sakri.—A British Indian muchwa, of Malvan; 9 tons register; official No. 1962; age unknown; unclassed; bound from Barkur to Mangalore, with a cargo of turmeric, value not reported; crew 7 men.

This vessel, whilst entering the harbour of Mangalore, Bombay coast, got into shoal and broken water, and became unmanageable. She was then thrown on the beach, where she broke up at 6-30 P.M. of the 7th March. The value of the vessel is estimated at R250. Cargo to the value of R1,230 was lost. No life lost. The accident is attributed to the Tindal entering the harbour without a Pilot.

11. Eclipse.—A British steam launch, belonging to Messrs. Burn & Co., of Calcutta; 30 tons register; no official No.; age 2 years; bound from Chittagong to Chandpur and Fenny, with a crew of 7 men; no cargo.

The steamer with a flat in tow was steaming up the Sundeep channel, at about 3 P.M. of the 11th March, when a strong gale of wind from the south-west and a heavy sea drove her on the top of a mud bank, which formed a perpendicular fall of 12 to 14 feet at low water; the weight of the launch having caused the bank to give way, she rolled to the bottom and became a complete wreck at Iskakhally, four miles south of the Fenny river entrance. The value of the vessel is not reported. No life lost.

12. Madevpassa *alias* Papdio.—A British Indian ganja, of Salaya, 83 tons

register; official No. 190; age 5 years; not classed; bound from Bulsar to Salaya, with a general cargo and timber, valued at ₹1,880, and a crew of 9 men.

This vessel when leaving the port encountered high seas; a heavy swell having also set in, she was driven ashore where she stuck in a mud bank and broke to pieces at 2-30 A.M. of the 13th March, opposite the Calicut light-house. The value of the vessel is estimated at ₹5,000. Cargo to the value of ₹880 was lost. No life lost.

APRIL.

13. Narayen Prasad.—A British Indian padow, of Honavar; 26 tons register; official No. 2176; age 20 years; classed as a country craft; was lying at anchor in Kumta, with a crew of 8 men; no cargo.

This vessel was lying at anchor in Kumta, on the Malabar coast. The rope of the anchor having been broken by the force of the high winds and rough seas, she was driven ashore at midnight of the 10th April and broken to pieces. The value of the vessel is estimated at ₹500. No life lost.

14. Pulu.—A British inland steamer, of Glasgow, belonging to the Irrawaddy Flotilla Company; 148 tons register; official No. 80500; age 15 years, bound from Mandalay to Thabeitkyin; cargo and crew unknown.

This vessel was proceeding up the Irrawaddy river at 11-30 A.M. of the 11th April, whilst the Government steam launch *Bandit* was proceeding down at the same time; and when above Mandalay, the *Bandit*, in trying to cross the bows of the *Pulu*, collided with her and sank her with all her cargo, value unknown. No life lost.

A Court of Inquiry, held to investigate the circumstances attending the collision, recommended the suspension of the Serang's certificate; but it appeared that the Serang held no certificate.

15. Salamati.—A British Indian vessel, of Dabhol; 9 tons register; official No. 7328; age 8 years; classed as a muchwa; bound from Jaygad to Dabhol, with a crew of three men; no cargo.

Encountered strong adverse winds which drove the vessel against the rocks in the Asgoli creek, Bombay coast, where she was broken to pieces, at 6 P.M. of the 12th April. The value of the vessel is estimated at ₹500. No life lost.

16. Adeyletchemy.—A British Indian wooden schooner, of Trincomalee; 49 tons register; official No. 41563; age 20 years; bound from Kaits to Trincomalee, with a cargo of jaggery, onions; mats, and baskets, value unknown, and a crew of 10 men.

Encountered a sudden gale of wind at 6-30 A.M. of the 19th April, whilst anchored at Point Pedro harbour, Ceylon coast; and having lost one of her anchors and dragged the other she eventually struck on the rocks and became a total wreck. The value of the vessel is estimated at ₹2,000. Cargo to the value of ₹1,000 was lost. No life lost.

17. Nagore Merra Saib.—A British Indian wooden brig, of Cocanada; 133 tons register; no official No. ; age and class not given; bound from Akyab to Jaffna, with a cargo of paddy, value not reported, and a crew of 14 men.

Encountered a strong gale at 8 A.M. of the 19th April when anchored in the Kankesanturi river, Ceylon coast. Both anchors having parted she was drifted on to a chur, where, after having discharged her cargo of paddy, she broke up and was totally lost. The value of the vessel is estimated at ₹8,000. No life lost.

18. Khatanprasad.—A British Indian padow, of Bombay; 20 tons register; official No. 2528; age 36 years; classed as a country craft; bound from Bombay to Manori, with a cargo of coke, valued at R96, and a crew of 7 men.

This vessel, whilst on her voyage from Bombay, sprung a leak owing to her being old and worn out. The crew did their best to bale out the water; but little progress was made, and in her water-logged condition she did not properly answer her helm, and consequently, whilst entering the port of Manori, Bombay coast, she struck against a rock and was broken to pieces at 4 P.M. of the 26th April. The value of the vessel is estimated at R600. The whole of the cargo was lost. No life lost.

19. Mah Gyee.—A British Burman kattoo, of Tavoy; 44 tons register; official No. X of 1876; age 18 years; classed as a Tavoy native craft; bound from Palaw to Tavoy, with a cargo of dhanna leaves, valued at R300, and a crew of 7 men.

Encountered a gale from the south-east at about 6 P.M. of the 28th April, and being unable to withstand the heavy sea which she experienced at the same time, she foundered at midnight of the same date between Yeh and Tavoy, Burma coast, and became a complete wreck. The value of the vessel is estimated at R600. The cargo was all lost. No life lost.

20. Oung Tha Myat.—A British Burman kattoo, of Tavoy; 46 tons register; official No. 12 of 1890; age 5 years; classed as a Tavoy native craft; bound from Rangoon to Tavoy, in ballast; crew 7 men.

Encountered a heavy gale from the south-east at 6 A.M. of the 29th April, and having lost her rudder, she dropped anchor; but owing to the roughness of the sea the anchor was carried away and she became unmanageable and was driven ashore between Yeh and Tavoy, Burma coast, and broke up completely at 10 A.M. of the same day. The value of the vessel is estimated at R2,000. No life lost.

21. Oung Ban.—A British Burman kattoo, of Tavoy; 33 tons register; official No. not given; age 25 years; not classed; bound from Rangoon to Tavoy, with a general cargo and a crew of 12 men.

Encountered heavy weather at 5 A.M. of the 29th April, when off the Krishna light vessel, gulf of Martaban, Burma coast; she foundered and was totally lost. The value of the vessel is estimated at R2,500. Cargo lost, value R1,500. No life lost.

22. Yan Oung.—A British Burman kattoo, of Tavoy; 47 tons register; official No. not given; age 7 years; not classed; bound from Rangoon to Tavoy, with a general cargo, and a crew of 10 men.

This vessel having encountered a heavy gale when 22 miles north-east of the Krishna light vessel, gulf of Martaban, Burma coast, became water-logged and was abandoned by the crew at 8 A.M. of the 29th April. She ultimately became a total loss. Her value is estimated at R2,500. The cargo lost is valued at R2,500. No life lost.

23. Setthi.—A Siamese iron screw steamer; of Renong, 278 tons register; official No. 1 of 1878; age 16 years; bound from Rangoon to Tavoy, with a cargo of rice and bran, value not reported, 89 passengers, and a crew of 48 men.

Encountered a gale when in Lat. 15° N, Long. 97° E, gulf of Martaban, Burma coast, and as she commenced leaking, she was abandoned by the crew

at 5 P.M. of 29th April. The vessel eventually became a total loss with all her cargo, and the number of lives lost is estimated at 63. The value of the vessel is estimated at R75,000. Her freight was ensured for R23,000.

24. **Yeshwanti.**—A British Indian suwalla; of Ratnagiri, 42 tons register; official No. 10349; age 12 years; not classed; bound from Mangalore to Marmagao, with a cargo of tiles valued at R1,243, and a crew of 11 men.

This vessel having encountered changeable weather, when going out to sea, was driven on a sand bank at the entrance of Mangalore backwater, Malabar coast, where after an ineffectual effort to kedge her off she broke up at 6-30 A.M. of the 30th April. The value of the vessel is estimated at R2,000. The whole of the cargo was lost. No life lost. The accident is attributed to her going out to sea without a pilot.

MAY.

25. **Vithalprasad.**—A British Indian ganja, of Dwarka, 78 tons register; official No. 2; age 25 years; classed as a country craft; bound from Surat to Dwarka, with a cargo of cotton seeds, wheat, etc., valued at R1,631, and a crew of 7 men.

The vessel sailed from Khadka but owing to heavy winds she became unmanageable, and struck on a sand bank off Adi, at the entrance of the Tapti river, Bombay coast, and sank at 4 P.M. of the 2nd May. The value of the vessel is estimated at R1,500. Cargo lost is valued at R1,247, and damaged valued, R200. No life lost.

26. **Dropati.**—A British Indian vessel, of Sadashivgad, 11 tons register; official No. 555; age and class not given; bound from Tadri to Sadashivgada, with a cargo of chillies, oil, hardware, cutlery, etc., valued at R312-4, and a crew of 3 men.

This vessel was anchored in the port of Kodar, in the Karwar taluka, Bombay coast, and a violent gale having driven her ashore, she struck against a rock and went to pieces at 2 A.M. of the 4th May. The value of the vessel is estimated at R150. Cargo lost value R170. No life lost.

27. **Moheydeen Hydroos.**—A British Indian fore and aft wooden brig of Pamban, 20 tons register; official No. 5 of 1891; age 20 years; classed as a boat, bound from Negombo to Manar, with a cargo of rice, gram, timber, kerosine oil, etc., and a crew of 7 men.

This vessel was anchored at the port of Negombo, Ceylon coast, when one of the anchor ropes having parted in a strong current, she became unmanageable, was driven ashore, and, being old and unsound, she broke to pieces at 3 P.M. of the 4th May, and was totally lost; value R500. Cargo lost, value R600. No life lost.

28. **Ruparel.**—A British Indian padow, of Surat, 43 tons register; official No. 3304; age 40 years; classed as a country craft; bound from Surat to Bombay, with a cargo of cotton twist, value R6,091, and a crew of 10 men.

This vessel, whilst proceeding on her voyage to Bombay, encountered unfavorable weather, and having struck on a sand bank at the entrance of the Tapti creek, gulf of Cambay, Bombay coast, she broke to pieces by the force of the waves at about 4 P.M. of the 5th May. The value of the vessel is estimated at R600. Cargo lost is valued at R5,916, damaged R175. No life lost.

29. **Meenatchy Sundram.**—A British Indian wooden brig, of Chittagong, 134 tons register; official number and age not known; not classed; bound from Tuticorin to Naptiff, in ballast, and a crew of 15 men.

Stranded between Manali and Moosel islands, gulf of Manaar, at 10 P.M. of the 5th May, owing to the Master mistaking this passage for the Poomah channel, and became a total wreck between the bearings: Manali beacon, N. N. E., and south end of Moosel island W. by S½. S. The value of the vessel is estimated at ₹12,000. No life lost.

30. **Dhangro.**—A British Indian muchwa, of Gogo, 5 tons register; official No. 285; age 39 years; classed as a country craft; bound from Bavalyari creek to Gogo, with a cargo of tamaria fuel, valued at ₹12, and a crew of 7 men.

Encountered a heavy gale on her way to Gogo and was driven to sea, and when near the Piram island lighthouse, gulf of Cambay, she capsized and was totally lost on the morning of the 9th May. The cargo was all lost. Three of the crew were lost.

31. **Fattemari Krishnaprasad.**—A British Indian vessel, of Nevara, 31 tons register; official No. 1139; age 92 years; bound from Bombay to Nevara, with a crew of 7 men, no cargo.

This vessel while entering the Nevara creek, Bombay coast, was driven by a strong north-westerly wind and a strong current on shallow water, near the bar of the Nevara creek, Bombay coast, and being very old, she broke to pieces at noon of the 21st May. The value of the vessel is estimated at ₹250. No life lost.

32. **Rangoon.**—A British Indian wooden schooner, of Chittagong, 56 tons register; official No. 15; age 4 years; bound from Chittagong to Chandpur, with a cargo of husked and unhusked rice, valued at ₹5,000, and a crew of 8 men.

Encountered high winds at 10 P.M. of the 26th May when in Sundeep channel, Chittagong coast, and one of the planks in the bottom of the vessel having been carried away; a large quantity of water entered into the hold, and she sank and was entirely lost. The value of the vessel is estimated at ₹10,000. The cargo lost is valued at ₹3,500. No life lost.

33. **Tiruporar Marugaiah Purany.**—A native craft, of Cuddalore, 156 tons register; official No. 4 of 1887; age 26 years; not classed; bound from Pamban to Madras, with a cargo of planks and furniture valued at ₹5,000 and a crew of 13 men.

Encountered a south-westerly gale at 6 P.M. of the 30th May as she was crossing Point Calimere, Coromandel coast; and when about 5 miles off the lighthouse, she stranded and became a total wreck. The value of the vessel is estimated at ₹5,000. The value of the cargo lost, ₹5,000. No life lost.

34. **Lanark.**—A British steel screw steamer, of Liverpool, 1,973 tons register; official No. 97814; age 4 years; bound from Middlesborough to Suez and Cocanada, with a cargo of railway material, 4 passengers, and a crew of 61 men.

This vessel was bound from Middlesborough to Cocanada for orders, with a cargo of railway materials consigned to the East Indian Railway Company. The Master considering that he had run the distance by log to make Hope island, was standing in to make the light, keeping the deep sea lead going, when she suddenly stranded on Sacramento shoal, 14 miles south of the lighthouse at 9-15 P.M. of the 31st May. All efforts made to get the vessel off were

unavailing, and on the following morning when the British Indian Steam Navigation Company's steamer "*Camorta*" hove in sight, she was abandoned by the crew who were taken on board this steamer and brought to Cocanada. The value of the vessel is estimated at £30,000. The cargo was all lost, value unknown. No life lost.

JUNE.

35. **Dawlat Prasad.**—A British Indian kotia, of Dwarka, 80 tons register; official No. 91; age not known; bound from Honavar to Dwarka, with a cargo of timber, bamboo blinds, valued at R98-4, and a crew of 7 men.

This vessel whilst sailing out of Honavar creek, Bombay coast, during a rough sea, became unmanageable, stranded near the mouth of the creek and broke in pieces at 10 A.M. of the 5th June. The value of the vessel is estimated at R1,500. No loss of cargo. No life lost.

36. **Khatao Pasa.**—A British Indian kotia, of Mangrol, 78 tons register; official No. 1555; age 3 years; bound from Ponani to Bombay, with a cargo of cocoanuts, mangoe planks, coir, etc., valued at R2,930, and a crew of 8 men.

Encountered strong winds and a rough sea which carried away her rudder; the sails also being torn, she became unmanageable and was driven towards the port of Gonkhadi, Bombay coast, where she struck against a bed of sand and was broken in pieces at 8 P.M. of the 8th June. The value of the vessel is estimated at R3,500. Cargo of the value of R2,154 was lost, and R776 damaged. No life lost.

37. **Hariprasad.**—A British Indian pattimar, of Cochin, 85 tons register; official No. 1; age 27 years; classed as a country craft; bound from Alleppy to Bombay, with a cargo of copra, coir, and galangal roots, valued at R12,700-15, and a crew of 16 men.

Encountered strong southerly winds which carried away her sails, and as she became unmanageable she capsized, and the heavy waves breaking in upon her she was dashed to pieces at Bundel within the limits of Boria bandar, in Anjanvel, Bombay coast, and was finally lost at midnight of the 9th June. The value of the vessel is estimated at R3,000. The whole of the cargo was lost. No life lost.

38. **Haripassa.**—A native craft, of Cutch Mandvi, 127 tons register; official No. 2064; age 7 years; classed as a ganja, bound from Bombay to Kurrachee, with a cargo of cocoanuts, turpentine and rafters, valued at R2,100, and a crew of 10 men.

This vessel sailed from Bombay at about 3 P.M. of the 6th June, and shortly after encountered high winds accompanied with heavy rains; being old and weather beaten her bottom began to give way, and as she leaked very much and was likely to founder, the crew ran her ashore at Madhavpore, Kathiawar coast, where she was broken to pieces at 3 P.M. of the 13th June and was totally lost. The value of the vessel is estimated at R4,000. Cargo lost, value R2,000. No life lost.

39. **Dolatpasha.**—A native craft, of Cutch Mandvi, 49 tons register; official No. 2215; age 2 years; bound from Zanzibar to Pemba and Cutch Mandvi, with a cargo of cocoanuts, rafters, and cloves, valued at R1,105, two passengers, and a crew of 7 men.

Encountered bad weather near the village of Vadodra, about 10 miles from Veraval, Kathiawar coast, where she was driven by the force of the wind and

tide against a rock and was broken in pieces at midnight of the 13th June. The value of the vessel is estimated at about R2,933. Cargo partially lost, value R1,010-11. No life lost.

40. **Dolatpasa** *alias* **Savaj.**—A native craft, of Beyt, 18 tons register official number not given; age 15 years; bound from Kurrachee to Beyt, with a cargo of cotton seeds, moong, wheat, gram, rice, etc., valued at R4,000, one passenger, and a crew of 9 men.

This vessel sailed from Kurrachee for the port of Beyt on the 10th June, and on the 13th idem she encountered rough seas and cloudy weather accompanied with rain, and as the Master was unable to see his way clearly, the vessel dashed against a rock and broke to pieces near Sesora Bara, Sind coast. Cargo to the value of R3,960 was lost. The value of the vessel is estimated at R5,000. No life lost.

41. **Ganishprasad.**—A British Indian padow, of Navanagar, 48 tons register; official No. 53; age 15 years; classed as a country craft; bound from Calicut to Salaya bandar, with a cargo of timber, valued at R444, and a crew of 6 men.

This vessel was overtaken by a storm on her way to Salaya bandar, Kathiawar coast, her helm being broken she became unmanageable, struck against a rock, and was broken to pieces near the Arnalla fort, at 11 P.M. of the 14th June. The value of the vessel is estimated at R2,000. Cargo to the value of R150 was lost. No life lost.

42. **Stree Sathia Narayana Moorty.**—A British Indian wooden brig, of Chittagong, 153 tons register; official No. 5 of 1893; age about 6 years; bound from Akyab to Chittagong, with a cargo of paddy, valued at R7,070, and a crew of 16 men.

This vessel in attempting to go out of Akyab on the ebb and with a light wind struck on the beach 4½ miles north west of Faquir point, Burma coast, and became a total wreck at 1 P.M. of the 7th June. The value of the vessel is estimated at R15,000. The whole of the cargo was lost. One life lost.

JULY.

43. **Kanaka Durga.**—A British Indian wooden schooner, of Cocanada, 79 tons register; official No., age, and class not reported; bound from Chittagong to Chandpur, with a cargo of railway materials; value not reported, crew 9 men.

This vessel whilst proceeding on her voyage encountered a bore on the 4th July, which carried her on to a chur north of Kuchiamara, Chittagong coast, where she was completely wrecked and all her cargo lost. Value of the vessel is not reported. No life lost.

44. **Emulous.**—A British Indian wooden brig, of Chittagong, 215 tons register; official No., age, and class not stated; bound from Chittagong to Chandpur, with a cargo of railway sleepers, value not reported, and a crew of 14 men.

Encountered a strong gale of wind on her way to Chandpur, near Kuchiamara chur, Megna river, Chittagong coast, and notwithstanding that she dropped anchor, she was drifted on to the chur where she grounded in eight cubits of water and eventually sank in the quick-sands at 2 P.M. of the 24th July. The value of the vessel is estimated at R16,000. The whole of the cargo was lost, value unknown. No life lost.

AUGUST.

45. **Navdi Labhsavai.**—A British Indian vessel, of Bhavnagar, 9 tons register; official No. 323; classed as a country craft; bound from Khanbandar to Bhavnagar, with a cargo of wheat, valued at R488, and a crew of 4 men.

This vessel whilst anchored outside of Khanbandar creek, 1½ miles from Whittlebandar, gulf of Cambay, heeled over suddenly owing to the sand below her giving way, and being filled with water she broke in pieces, and was totally lost at 4 P.M. of the 18th August. Value estimated at R200. Cargo lost, value R315; damaged R97. No life lost.

SEPTEMBER.

46. **Pansi.**—A native cargo boat, of Calcutta, 18 tons register; official No., age, and class unknown; bound from Mandata-Pachipali to Chandbali, with a cargo of rice and paddy, valued at R937-2, and a crew of 7 men.

This vessel was lying in the fairway channel, Byturni river, below the village of Durgapur, Orissa coast, and as she exhibited no light, the steamer *Seagull* on entering the channel accidentally collided with her and sank her at 10-30 P.M. of the 5th September. The value of the vessel is estimated at R400. The whole of the cargo was lost. No life lost.

47. **Baldeo Prasad.**—A British Indian muchwa, of Malwan, about 43 tons register; official No. 3370; age 11 years; bound from Jaygad to Calicut, in ballast, and a crew of 10 men.

Capsized during a heavy gale of wind which this vessel encountered at 4 A.M. of the 15th September, near the island of Netrani, opposite Shirali, Bombay coast, at a distance of 20 miles out at sea. The fate of the vessel is not known; but there is little probability of her coming to the shore. No life lost. The crew got ashore in the toney belonging to the vessel.

OCTOBER.

48. **Ruparel.**—A British Indian padow, of Cambay, 21 tons register; official No. 2826; age not known; classed as a country craft; bound from Matwad to Revdanda, with a crew of 8 men, no cargo.

This vessel whilst out at sea off the Khanderi island, Bombay coast, was capsized by a sudden squall at 10 A.M. of 5th October and finally lost. Value estimated at R800. No life lost.

49. **Khudabaksh.**—A British Indian batel, of Bulsar, 75 tons register; official No. 1238; age 55 years; bound from Broach to Bombay, with a crew of 12 men, no cargo.

Encountered heavy winds and rain at noon of the 25th October, which carried her on to a sand bank off Adhi, at the entrance of the Tapti river, gulf of Cambay, where she was broken to pieces. The value of the vessel is not reported. No life lost.

50. **Parvati Prasad.**—A British Indian batel, of Surat, 59 tons register; official No. 3747; age 37 years; classed as country craft; bound from Baliapatam to Bhavnagar, with a cargo of Malabar payan wood, valued at R630, and a crew of 13 men.

Encountered heavy winds and a rough sea at 10 A. M. of the 26th October

which drove her on the shore at Ubhrat, Bombay coast, where she broke up and all her cargo was lost. No life lost.

51. Labhsavai.—A British Indian padow, of Surat, 29 tons register; official No. 4026; age 38 years; classed as a country craft; bound from Surat to Bombay, with a cargo of gram, dâl, etc., valued at R2,500, and a crew of 9 men.

Owing to heavy winds and a rough sea which this vessel encountered at 2 A.M. of the 26th October, she sprang a leak and sank when off the coast of Umbergaon, Bombay coast, and all her cargo was lost. The value of the vessel is not reported. No life lost.

52. Alimadat.—A native craft, of Junagad, tonnage and official No. not reported; age 4 years; bound from Ponani to Broach, with a cargo of cocoanuts and bamboo blinds, value not reported, and a crew of 7 men.

This vessel encountered heavy winds and a rough sea at 7 A.M. of the 26th October, which drove her on a sand bank at the entrance of the Tapti river, opposite Dumas, Bombay coast, where she sprung a leak and sank. The value of the vessel is not reported. The cargo was all lost. No life lost.

53. Macheri.—A British Indian padow, of Gogo, 134 tons register; official No. 235; age 56 years; bound from Bombay to Gogo, with a cargo of teel, oil cakes, kharsani oil, etc., valued at R1,300, and a crew of 5 men.

Encountered a storm at 5 A.M. of the 26th October, and parting from her cable she was cast upon some rocks about 2 miles east of Piram, gulf of Cambay, and became a total wreck. The value of the vessel is estimated at R400. The whole of the cargo was lost. No life lost.

NOVEMBER.

54. Salamati.—A British Indian hodi, of Harnai, 1 ton register; official No. 19 of 1838; was out at sea for fishing purposes, with a crew of 3 men, no cargo.

The hodi was tied to a fishing stake, out at sea, off Buroondi, on the Bombay coast, and at midnight of the 30th November, whilst the men were asleep, she was run over by a passing muchwa, cut in two, and sunk. One of the men got on a piece of plank and was saved; but nothing is known of the other two men, who were old and unable to swim. The value of the hodi is not reported.

DECEMBER.

55. Gatia.—A British Indian vessel, of Belapur, 6 tons register; official No. 3644; age not known; bound from Alibag to Panvel, in ballast, and a crew of 3 men.

Encountered strong northerly winds at 5 P.M. of the 25th December and having struck against a rock near Sasavne, in the Mandwa creek, Bombay harbour, she went to pieces. The value of the vessel is estimated at R100. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Serajgunge*	560	British steel flat	January 1st	At anchor in the Hooghly river		Jute, value not reported.
2	*Calder*	400	Do. screw steamer	Do. 3rd	Bombay	Persian gulf	General, value not reported.
3	*Bhutia*	225	Do. iron steamer	Do. do.	Fenchuganje	Goalundo	Do. do.
4	*Lark*	433	Do. steel screw steamer	Do. do.	At Fenchuganje		Do. do.
5	*Badger*	.....	Do. steam launch	Do. 5th	Royal Indian Marine service		No cargo
6	*Thisbe*	1,789	Austro-Hungarian screw steamer.	Do. 7th	Calcutta	Trieste	General, value not reported.
7	*Dolatpasha*	68	Native craft	Do. 16th	Porbandar	Broach	Stones, value not reported.
8	*Nubia*	2,319	British screw steamer	Do. 20th	Calcutta	London	General, value not reported.
9	*Nadir*	2,041	Do. do.	Do. do.	Do.	Bombay *vid* Coast ports.	Do. do.
10	*Ethiopia*	1,302	Do. do.	Do. do.	Moulmein	Calcutta *vid* Rangoon.	Timber, rice and paddy, valued at R47,000.
11	*Malda*	1,250	Do. do.	Do. 22nd	Calcutta	Rangoon and Moulmein.	General, value not reported.
12	*Ruparel*	9	British Indian padow	Do. 23rd	Satpati	To sea for fishing purposes.	.....
13	*Chandraban*	9	Do. vessel	Do. 24th	Kalyan	Bassein	Paddy, valued at R125 and Nagali, valued at R25.
14	*Hariprasad*	9	Do. padow	Do. 25th	Bilimora	Manha	Jaggery, valued at R744.
15	*Hoosteiny*	.....	Arabian sumbook	Do. 26th	Muscat	Bhavnagar	Dates, value unknown.
16	*Fateh Salam*	22	British Indian vessel	Do. 28th	Bombay	Surat	Cocoanuts, valued at R3,555.
17	*Shakye*	13	Do. dinghy	Do. 29th	Ghorabaree	Kurrachee	Mats, valued at R100.
18	*Fultala*	2,692	British screw steamer	Do. do.	Bombay	Calcutta	General, value not reported.
19	*Sugalpasha*	26	Native craft	Do. 30th	Jodyia	Rajpura	Molasses and ground nuts, valued at R4,000.
20	*Ratho*	2,758	British screw steamer	February 1st	Pondicherry	Cocanada	Groundnuts, value not reported.
21	*Sundarpasha*	74	Native craft	Do. 2nd	Calicut	Kurrachee *vid* Porbandar.	Wooden planks, logs and cocoanut oil, value not reported.
22	*Labhsavai*	19	British Indian vessel	Do. 3rd	Bagwa	Gogo	Cotton seeds, valued at R1,743-12.
23	*Moxludy*	40	Do. do.	Do. 10th	Calicut	Mangalore	General, valued at R4,758
24	*Rasmara*	307	Do. steel paddle steamer	Do. do.	Moulmein	Rangoon	General, value not reported.
25	*Picton*	1,561	Do. screw steamer	Do. 11th	Colombo	Do.	In water ballast
26	*Goalpara*	1,355	Do. do.	Do. 13th	Calcutta	Bombay	General, value not reported.
27	*Clan Buchanan*	1,913	Do. do.	Do. 19th	Do.	London	Do. do. unknown.
28	*Lawada*	2,140	Do. do.	Do. do.	Do.	Australian ports *vid* Penang and Singapore.	Do. do. not reported.
29	*Goodavriprasad*	51	Do. Indian padow	Do. 20th	Calicut	Cutch Mandvi	Timber valued at R854-4.
30	*Inversnaid*	4,312	British steel barque	Do. 21st	Hamburg	Rangoon	General, and salt in bulk, value not reported.
31	*Rigel*	1,879	German steel ship	Do. do.	Bremen	Do.	Salt, value not reported.
32	*Cocanada*	547	British screw steamer	Do. 22nd	Calcutta	Do.	General, value not reported.
33	*Vijtiprasad*	19	Do. Indian vessel	Do. do.	Agasi	Balimora	Planks, valued at R100. Fuel, valued at R45.
34	*Straits of Dover*	2,904	Do. screw steamer	Do. 28th	Rangoon	Port Said	Rice, valued at R2,63,974.
35	*Laxmi*	7	Do. Indian muchwa	March 1st	Redi	Barkoor	Salt, valued at R618-12.
36	*Imberhorne*	1,997	Do. iron ship	Do. 3rd	New York	Calcutta	Petroleum, value not reported.
37	*Malda*	1,250	British screw steamer	Do. do.	Rangoon	Do.	General, value not reported.
38	*North Star*	2,627	Do. steel barque	Do. 4th	Philadelphia	Do.	Kerosine oil, value not reported.

waters during the year 1894.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At Ruthtollah ghat, Calcutta	Hooghly river	Fire.—Unknown	None lost	Cargo partially damaged.
40 miles north-west of Bombay	Arabian sea	Sprung a leak.—Defective construction	Do.	None lost.
Below Enathgunge, Kusiara river	Cachar, Bengal	Collision with the *Lark*.—Accidental	Do.	Do.
Do. do.	Do. do.	Do. Bhutia do.	Do.	Do.
No. 2, Esplanade moorings, Calcutta	Hooghly river	Collision with a dinghy.—Error of the manjee *in* charge.	Do.	...
On the head of the Sankral sand	Do. do.	Grounding.—Error of the Pilot	Do.	None lost.
In the harbour of Chorwad	Kathiawar coast	Sprung a leak.—Defective construction	Do.	Cargo partially lost.
Sankral Reach	Hooghly river	Collided with the *Nadir*.—Error of the Pilot.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Nubia*.— do.	Do.	Do.
Near No. 5, Red buoy, Bilugyun channel, Rangoon river.	Burma coast	Grounding.—Error of the Pilot	Do.	Do.
On the Spit sand below Elephant point	Do. do.	Do. —Accidental	Do.	Do.
6 miles from the port of Satpati	Bombay do.	Capsized.—Heavy weather	Do.	...
Near the Railway bridge, Bassein creek	Do. do.	Damage to ship.—Tides and currents	Do.	Cargo all lost.
At the entrance of the Bilimora creek	Do. do.	Sprung a leak.—Accidental	Do.	Do.
Off the Makran coast	Arabian sea	Loss of rudder.—Heavy weather	Do.	Do.
About 4 miles off the Mora village	Gulf of Cambay	Grounding.— Do.	Do.	Do. partially lost.
Near the Napier Mole Boat wharf, Kurrachee harbour.	Sind coast	Fire.—Unknown	Do.	Do. all lost.
Upper Jellingham channel	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
At Undalia, near Dhamlej	Kathiawar coast	Stranding.—Heavy weather	Do.	Cargo partially lost.
5 miles S. W. of Sacramento shoal	Malabar do.	Grounding.—Error of the Master	Do.	None lost.
In the Vadodra creek, Sutrapada	Kathiawar do.	Stranding.—Accidental	Do.	Cargo partially lost.
On a sand bank, 5 miles off the Bhagwa bandar.	Gulf of Cambay	Do. —Heavy weather	Do.	Do. all lost.
At the entrance to Mangalore backwater	Malabar coast	Do. do.	Do.	Do. partially lost.
Off Macrae's wharf, north of Wales' rock buoy, Moulmein harbour.	Burma do.	Collision with cargo boat No. 124.—Error of the Master.	Do.	None lost.
In the Rangoon river	Do. do.	Do. with the Centre Eastern buoy.—Heavy weather.	Do.	.....
Off Panchpara, Garden Reach	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
Eastern channel light vessel	Do. do.	Collision with the *Lawada*.—Error of the Pilot.	Do.	Do.
Do. do.	Do. do.	Do. with the *Clan Buchanan*.—Error of the Pilot.	Do.	Do.
Off Diu	Bombay coast	Damage to vessel.—Heavy weather	Do.	Cargo partially jettisoned.
Off Phayre street wharf, Rangoon river	Burma do.	Collision with the *Rigel*.—Error of the Mate.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Inversnaid*.—Error of the Mate of the *Rigel*.	Do.	Do.
Pazundaung bar, Rangoon river	Do. do.	Grounding.—Tides and currents	Do.	Do.
On a sand bank near Bhat	Bombay do.	Do. Accidental	Do.	Do.
On the Hasting's shoal, Rangoon river	Burma do.	Do. Monkey Point buoy not exhibiting light.	Do.	Do.
At the entrance of the Redi creek	Bombay do.	Capsized.—Heavy weather	Do.	Cargo partially damaged.
In the Jellingham channel	Hooghly river	Collision with the *Malda* —Heavy weather	Do.	None lost.
Do. do.	Do. do.	Do. with the *Imberhorn*.— Do.	Do.	Do.
At Budge Budge	Do. do.	Loss of anchor and chain.—Accidental	Do.	Do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
39	*Glenorchy*	2149	British four-masted iron ship.	March 6th	Hamburg	Rangoon	General, and salt, value not reported.
40	*Labhsavai*	54	Do. Indian padow	Do. do.	Calicut	Bhavnagar	Timber and bamboo blinds, valued at R2,000.
41	*Pootali*	24	Do. do. vessel	Do. 9th	Mora	Thana	Salt, valued at R1,778
42	*Safeenathulla*	94	Do. do. wooden brig	Do. 10th	Berwalla	Porto Novo	In ballast
43	*Ruparel*	14	Do. do. padow	Do. 13th	Bulsar	Bombay	Pulse and vinegar, valued at R360 12.
44	*Singapore*	2432	Italian screw steamer	Do. do.	Genoa	Do.	General, value unknown.
45	*Dalhousie*	62	British screw steamer	Do. 21st	Employed as a steam tug in the Hooghly river.		
46	*Trocas*	2657	Do. three-masted screw steamer.	Do. 24th	Batoum	Madras	Petroleum, in bulk, value not reported.
47	*Khatan Pasa*	43	Native craft	Do. 27th	Bombay	Porbandar	Cotton seeds, value not reported.
48	*Titania*	1,068	German iron barque	Do. do.	Rio de Janeiro	Rangoon	In ballast
49	*Purnea*	2,156	British screw steamer	Do. do.	Calcutta	Do.	General, value not reported.
50	*Ousal Lohia*	80	Arabian wooden sumbook	April 2nd	Perim	Aden	Do. do.
51	*Tregenna*	1,691	British screw steamer	Do. 4th	Colombo	Moulmein	In water ballast
52	*Rauenthaler*	2,167	German screw steamer	Do. 5th and 6th	Calcutta	Hamburg and Bremen.	General, value not reported.
53	*Neelayathatchy*	105	British Indian wooden brig.	Do. 6th	Gopalpore	Colombo	General, and rice, valued at R570.
54	*Mandarin*	1,171	British screw steamer	Do. 8th	Jeddah	Singapore	No cargo
55	*Hindustan*	1,537	Do. do.	Do. 10th	Middlesboro	Vizagapatam and Chittagong.	General, cargo and Railway machinery, value not reported.
56	*Mobile*	930	Do. do.	Do. 13th	Massawah	Bombay	General, value not reported.
57	*Inchdune*	1,895	British screw steamer	Do. 14th	Batoum	Rangoon and Zaandaw.	Rice, value not reported
58	*Ramban*	11	British Indian vessel	Do. 18th	Bassein	Bhayndar	Salt, valued at R978
59	*Moulmein*	155	Do. do. wooden brig	Do. 19th	Akyab	Kankasanturai	Paddy, value not reported
60	*Futteh Hussain*	186	Do. do. do.	Do. do.	Do.	Do.	Do.
61	*Sansoni (Yohanpiky)*	635	Do. do. do.	Do. do.	Do.	Do.	Do. valued at R5,000.
62	*Nageor Meera Saib*	133	Do. do. do.	Do. do.	Do.	Do.	Do. value not reported
63	*Colombo*	223	Do. three-masted wooden schooner.	Do. do.	Do.	Do.	Do. do.
64	*Nasiral Hanan Islamabad.*	229	British Indian wooden brig.	Do. do.	Do.	Do.	Do. do.
65	*Fathel Khair*	143	Do. do.	Do. do.	Mangalore	Bombay	Tiles, valued at R1,545
66	*Suryaban*	7	Do. do. vessel	Do. 24th	Bombay	Gorai	No cargo
67	*Naran Pasa*	49	Native craft	Do. do.	Bombay	Porbandar	Do.
68	*Senator*	3,049	British screw steamer	Do. 28th	Calcutta	Rangoon	In water ballast
69	*Aiimadat*	5	British Indian vessel	Do. 30th	Butkot	Kelsi	Paddy and dhall, valued at R340.
70	*Louise*	413	French iron barque	May 1st	Port Natal	Calcutta	In sand ballast
71	*Suryaban*	7	British Indian vessel	Do. 7th	Bhwindi	Kalyan	Rice, straw, valued at R25.
72	*Laxumi*	3	Do. do. do.	Do. 8th	Bassein	Do.	Unsalted, dried fish, valued at R28.
73	*Talvi*	45	Native craft	Do. 9th	Kurrachee	Porbandar	Bazra and murg, value not reported.
74	*Kashiprasad*	18	British Indian padow	Do. do.	Bulsar	Do.	Rafters and earthen vessels value not reported.
75	*Palki*	9	Do. do. do.	Do do.	Agashi	Bhwindi	Paddy, valued at R640
76	*Cargo Boat No. 59*	34	Do. do. one-masted boat	Do. do.	At False Point harbour		No cargo
77	*Laxumi*	20	British Indian mahagiri.	Do. 9th	Belapur	Bombay	6,000 bundles of grass, valued at R60.
78	*Lord Brassey*	2,619	British steel barque	Do. 11th	Calcutta	Dunkirk	Linseed and poppy seed, value not reported.

waters during the year 1894—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
About ½ of a mile above Chokey point, Rangoon river.	Burma coast	Grounding.—Tides and currents	None lost	None lost.
At the entrance of the Tapti river	Gulf of Cambay	Sprung a leak.—Heavy weather	Do.	Cargo partially lost.
Off the Chindwani wharf, Thana creek	Bombay coast	Collision with the pier.—Heavy weather	Do.	Do.
Near Thannus Khadi, gulf of Manar	Ceylon do.	Stranding.—Tides and currents	Do.	.....
Near the mouth of the Aurunga river	Bombay do.	Do. Accidental	Do.	Cargo partially damaged.
Lat. 13° 28' N., Long. 49° 10'E.	Gulf of Aden	Damage to Engine.—Unknown	Do.	None lost.
At Oolooberiah	Hooghly river	Grounding.—Accidental	Do.	Do.
At Hog river-point	Do. do.	Do. do.	Do.	Do.
Near Suratnibari	Kathiawar coast	Collision with a Cutch vessel.—Not exhibiting lights.	Do.	Cargo partially lost.
Off Bassein creek, Rangoon river	Burma do.	Do. with the *Purnea*.—Error of the Pilot.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Titania*.—Do.	Do.	Do.
Near Perim island	Gulf of Aden	Stranding.—Accidental	Do.	Do.
On the Godwin sands, entrance to the Rangoon river.	Burma coast	Do.—Tides and currents	Do.	...
On the Mooneekhally and Diamond sands	Hooghly river	Grounding—Defective steering gear	Do.	None lost.
Whilst at anchor at Gopalpore	Madras coast	Loss of anchor and chain.—Heavy weather	Do.	Do.
Between Jeddah and Aden	Red sea	Sprung a leak.—Accidental	Do.	Do.
On the south end of the North Patch, 28 miles south of Chittagong.	Chittagong coast	Grounding—Tides and currents	Do.	Do.
North-west of Perim island	Red sea	Sprung a leak—Do.	Do.	Cargo partially lost.
Lat 10° 25' N., Long 86° 45' E.	Bay of Bengal	Damage to Engine—Tides and currents	Do.	None lost.
In the Bhayndar Preventive station, Bassein creek.	Bombay coast	Capsized— do.	Do.	Cargo partially lost.
In the harbour of Kankasanturai	Ceylon do.	Stranding—Heavy weather	Do.	None lost.
Do. do.	Do. do.	Do. do.	Do.	Do.
Do. do.	Do. do.	Do. do.	Do.	Cargo all lost.
Do. do.	Do. do.	Do. do.	Do.	None lost.
Do. do.	Do. do.	Do. do.	Do.	Cargo partially lost.
Do. do.	Do. do.	Do. do.	Do.	None lost.
On a sand spit at the entrance to Mangalore backwater.	Malabar do.	Grounding—Tides and currents	Do.	Cargo partially lost.
While entering the port of Gorai	Bombay do.	Stranding.—Heavy weather	Do.	...
Near Bassein	Do. do.	Capsized.—Heavy weather	Do.	Cargo partially lost.
Off the King of Oudh's palace below Garden Reach.	Hooghly river	Collision with a native boat.—Error of the manjee.	Do.	None lost.
Below Tari bander, on the bar of the Kelsi creek	Bombay coast	Capsized.—Tides and currents	Do.	Cargo partially lost.
At Diamond Harbour	Hooghly river	Damage to vessel— Do.	Do.	None lost.
Tansa water-works bridge, Kalyan creek	Bombay coast	Collision with the pier.—Tides and currents.	Do.	Cargo all lost.
In the Thana creek, between Kolset and the Tansa water-works bridge.	Do. do.	Capsized.—Heavy weather	Do.	Do.
Near Dwarka	Kathiawar coast	Loss of cargo.—Tides and currents	Do.	Do. partially lost.
A few miles distant from Porbandar	Do. do.	Do. do.	Do.	Do.
On the Pospert rocks	Bombay do.	Stranding.—Heavy weather	Do.	Do.
On the beach about 4 miles north-east of the Baronee Mohana	Orissa do.	Do. do.	Do.	Do.
On a rock off Pir Paw, in the Trombay creek	Bombay do.	Grounding.—Heavy weather	Do.	Cargo all lost.
Diamond harbour anchorage	Hooghly river	Loss of anchor.—Accidental	Do.	None lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
79	*Ramprasad*	54	British Indian padow	May 11th	Daman	Surat	Coir, iron, and coals, valued at R3,000.
80	*Ellora*	1,471	British screw steamer	Do. do.	Calcutta	Bombay	General, value not reported.
81	*Kasiprasad*	16	British Indian padow	Do. do.	Bombay	Kavi	Rice, sugar, iron, etc., valued at R1,881.
82	*Dolutpasa*	88	Do. ganja	Do. 16th	Do.	Mangalore	Salt, valued at R6,264
83	*Glenbervie*	800	British iron barque	Do. 21st	Cardiff	Rangoon	In ballast
84	*Seiriol Wyn*	1,065	Do. do.	Do. do.	Algoa bay	Do.	Do.
85	*Argus*	1,822	Do. do.	Do. 26th	Calcutta	Sydney	General, value not reported.
86	*Dhanprasad*	15	British Indian padow	June 3rd	Bulsar	Yaukari	Rice, castor oil, sweetoil, jagri, and patrachi, valued at R1,423-11-0.
87	*Lancing*	2,600	Norwegian iron ship	Do. 6th	Calcutta	New York	General, value not reported.
88	*Kheriar*	...	Native craft	Do. do.	Plying in the Veraval harbour for fishes.		
89	*Mameluke*	1,702	British screw steamer	Do. 7th	Colombo	Bassein	Rice, valued at R2,01,576
90	*Mahadevprasad*	55	British Indian kotia	Do. 8th	Karwar	Bombay	Tiles, valued at R700
91	*Perianayaghee*	153	Do. wooden brig	Do. 9th	Pamban	Colombo	Not reported
92	*Mahanadi*	547	British screw steamer	Do. 10th	Bombay	Marmagao	Not known.
93	*Chandraban*	9	British Indian vessel	Do. do.	Khardi	Thana	Firewood, valued at R35.
94	*Sakhri Salamati*	13	Do. do. do.	Do. 12th	Bombay	Mora	Mowra flowers, valued at R1,095.
95	*Amanath Shah*	92	Do. do. wooden brig	Do. 13th	Akyab	Chittagong	Paddy, valued at R4,604.
96	*Vasna*	482	British fore and aft screw steamer,	Do. 14th	Bombay	Tuticorin	General, value not reported.
97	*Ramprasad*	52	British Indian batel	Do. do.	Karwar	Broach	Cocoanuts, valued at R960
98	*Buckhurst*	1,877	British iron ship	Do. 16th	Calcutta	United Kingdom	General, value not reported.
99	*Hoseinee*	994	British screw steamer	Do. 19th	Bombay	Aden	Do. do.
100	*Kangasabapathy*	100	British Indian dhony	July 4th	Kalasagasampatam.	Cuddalore	Jaggery, value not reported.
101	*Linlithgow*	2,041	British screw steamer	Do. 20th	Barrow in Furness	Coconada	General cargo and railway material.
102	*Moombai Salamati*	18	British Indian vessel	Do. 19th	Bilimora	Gogo	Rice, methi seeds, and castor oil, valued at R1,414.
103	*Barcraig*	2,061	British steel ship	Do. 21st	Liverpool	Calcutta	Salt, value not known
104	*Myra*	183	Do. wooden schooner	Do. 22nd	Chittagong	Chandpore	Railway sleepers, valued at R9,000.
105	*Falls of Rittrick*	2,125	Do. steel barque	Do. 25th	Liverpool	Calcutta	Salt, value not reported
106	*Neelayathatchi*	126	British Indian wooden brig	Do. 29th	Negapatam	Masulipatam	In ballast
107	*Britannia*	2,949	British screw steamer	July 31st	Sydney	London	Not reported
108	*Rhotas*	90	Do. State yacht	August 1st	Employed under the Bengal Government as a State yacht		
109	*Malda*	2,250	Do. screw steamer	Do. 4th	Rangoon	Calcutta	General, value not reported.
110	*Capella*	2,036	Do. do.	Do. 6th	Liverpool	Do.	General, value not reported.
111	*Catherine Apcar*	1,734	Do. do.	Do. 8th	Calcutta	The Straits and Hongkong.	Opium and a general cargo, value not reported.
112	*Raman*	7	British Indian muchwa	Do. 11th	Thull	Bombay	Fish, valued at R100.
113	*Sree Ranganaikloo*	57	Do. do. wooden brig	Do. 22nd	Madras	Pamban and Kulasegarapatam.	Paddy in bags, value not reported.
114	*Goalpara*	1,355	British screw steamer	Do. 26th	Madras	Rangoon	General, value not reported.
115	*Umsinto*	1,160	Do. do.	September 1st	Calcutta	Port Natal	General, value not reported.
116	*Sheila*	1,156	Do. iron barque	Do. do.	Do.	Demarara	Rice, gunnies and dhall, valued at £7,128.
117	*Suriyaprasad*	30	British Indian padow	Do. do.	Broach	Bombay	Castor seeds, etc., valued at R2,900.

waters during the year 1894—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near Adi, off the mouth of the Tapti river	Gulf of Cambay	Stranding.—Heavy weather	None lost	Cargo partially lost.
Off McNeill's yard, at Garden Reach	Hooghly river	Collision with a dinghy.—Accidental	Do.	None lost.
10 miles off the Tapti light-house	Gulf of Cambay	Damage to mast, sail, etc.—Heavy weather.	Do.	Cargo partially lost and partly damaged.
At the entrance of the Mangalore backwater	Malabar coast	Grounding.—Accidental	Do.	Cargo partially lost.
Off Danidaw in the Rangoon river	Burma do.	Collision with the *Sririol Wyn.*—Error of the Master.	Do.	None lost.
Do. do.	Do. do.	Do. with the *Glenbervie* do.	Do.	Do.
At Garden Reach	Hooghly river	Do. with the buoy.—Accidental	Do.	Do.
Between Bhagwa and Hajera	Gulf of Cambay	Damage to ship.—Heavy weather	Do.	Cargo partially lost.
At Diamond Harbour	Hooghly river	Collision with the *Vulcan.*—Error of the Pilot.	Do.	None lost.
Near Bhath in the Veraval harbour	Bombay coast	Damage to ship.—Tides and currents	Do.	...
Opposite Padouk, in the harbour of Bassein	Burma do.	Grounding.—Accidental	Do.	None lost.
In the Colomb creek, port of Malwan	Bombay do.	Stranding.—Heavy weather	Do.	Cargo partially lost.
Between Natchee Mundel and Periapatam	Gulf of Manar	Grounding.—Accidental	Do.	Do.
Between Jaygad and Marmagao	Bombay coast	Damage to Engine.— Do.	5 lives lost	...
In the Thana creek between the Railway bridge and Chandni bander.	Do. do.	Stranding.—Tides and currents	None lost	None lost.
At Mora, opposite No. 9 distillery, Bombay harbour.	Do. do.	Sprung a leak.—Heavy weather	Do.	Cargo partly damaged.
On the western side of the Patunga shoal	Chittagong do.	Grounding.— Do.	Do.	Not reported.
3 miles S. W. of the Bombay Outer light ship	Bombay do.	Damage to Engine.—Tides and currents	Do.	None lost.
On the Tandnoli shore, port of Malwan	Do. do.	Stranding.—Heavy weather	Do.	Cargo partially lost.
At the Sandheads	Bay of Bengal	Sprung a leak.—Tides and currents	Do.	None lost.
Lat. 46° N., Long. 59° 14' E.	Arabian sea	Damage to Engine.—Accidental	Do.	Do.
Between Marally and Putli islands	Gulf of Manar	Stranding.—Error of the Tindal	Do.	Do.
Below Sacramento shoal	Coromandel coast	Grounding.—Error of the Master	Do.	Do.
About 11 miles north of the Bilimora creek	Bombay do.	Damage to vessel.—Heavy weather	Do.	Cargo partially lost.
At the Eastern channel light ship	Bay of Bengal	Loss of anchor and chain.—Heavy weather.	Do.	None lost.
Off Bodo chur	Chittagong coast	Damage to sails.—Heavy weather	Do.	Do.
North of the Eastern channel, Sandheads	Bay of Bengal	Do. to ship, etc.— Do.	Do.	Not reported.
Near False Point Divi	Madras coast	Stranding.—Neglect of lead	Do.	...
Colombo harbour	Ceylon do.	Collision with a cargo boat.—Tides and currents.	None lost	None lost.
In the Junglia creek, near Damoda	Megna river	Collision with the *Prince Alfred.*—Accidental.	Do.	...
Off the Krishna light vessel	Burma coast	Fire.—Unknown	Do.	Not reported.
At Saugor	Hooghly river	Collision with the Lower Saugor Flat buoy.—Error of the Pilot.	Do.	None lost.
Jellingham channel	Do. do.	Grounding.—Shallowness of the channel	Do.	Do.
Off the Khanderi island	Bombay coast	Capsized.—Heavy weather	Do.	Cargo all lost.
South-west of the port in Kattagudy channel	Gulf of Manar	Stranding.—Error of the Pilot	Do.	Do. partially lost.
On the Goalpara roadstead	Madras coast	Grounding.—Accidental	Do.	None lost.
At Mooneekhaly Point	Hooghly river	Do.— do.	Do.	Do.
At Jarmaker's Reach	Do. do.	Do.— Tides and currents	Do.	Do.
At the entrance of the Kim creek	Bombay coast	Stranding—Heavy weather	Do.	Cargo partially lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
118	*Futteh Kher*	88	British Indian buggalow	September 16th.	Cochin	Bombay	Pepper, cardamums, coir, poonac, and sundries, valued at R9,700.
119	*Borendra*	1,300	British Inland steel flat	Do. 17th	At Naraingunge		Jute and tea, value not reported.
120	*Khedive*	2,132	Do. screw barque	Do. do.	Colombo	Calcutta	General, value not reported.
121	*Lakhmi Pasha*	40	Native craft	Do. 19th	Cochin	Calicut	General, value not reported.
122	*Laxumi*	9	British Indian muchwa	Do. 21st	300	Worli	Earth, valued at R8-8-0.
123	*Ruparel*	10	Portuguese Indian vessel	Do. do.	Kalsi	Maroli	No cargo
124	*Mahommadi* alias *Prydain*	1,752	British screw steamer	Do. 27th	Suez	Bombay *vid* Jeddah.	Coals, and a general cargo value not reported.
125	*Nawab*	2,041	Do. do.	Do. 29th	Calcutta	Do. *vid* Coast ports.	General, value not reported.
126	*Fulwood*	2,118	Do. iron ship	Do. 30th	Liverpool	Calcutta	Cheshire salt, value unknown.
127	*Scottish Lochs*	2,466	Do. do.	Do. do.	Hamburg	Do.	Salt, value unknown
128	*Nahoni Palaki*	85	Native craft	October 3rd	Calicut	Porbandar	Wooden beams, split bamboos, cocoanuts and planks, value not reported.
129	*Palki*	9	British Indian muchwa	Do. do.	Agashi	Bassein	No cargo
130	*Hera*	2,006	German iron barque	Do. 4th	Chittagong	Dundee	Jute, value not reported.
131	*Ramprasad*	25	British Indian padow	Do. 5th	Surat	Bombay	Gram, dhall, etc., valued at R2,575.
132	*Lakhamiprasad*	32	Native craft	Do. 14th	Bombay	Porbandar	Wood, glass, betel-nuts, planks, etc., valued at R1,01,3-4-8.
133	*Scharlachberger*	2,143	German screw steamer	Do. 80.	Calcutta	Hamburg	Jute, etc., value not reported.
134	*Palki*	21	British Indian mahagiri	Do. 15th	Trombay	Bombay	Salt, valued at R1,500
135	*Falls of Inversnaid*	1,710	British screw steamer	Do. 16th	Calcutta	Moulmein	In water ballast
136	*Alberta*	3,161	Do. do.	Do. 18th	Bombay	Calcutta	In ballast
137	*Megna*	754	Do. do.	Do. 19th.	Calcutta	Colombo	Rice, value not reported
138	*Euplectela*	2,507	British screw steamer	Do. 22nd.	Batoum	Calcutta	Petroleum, value not reported.
139	*Ratnagiri*	31	British Indian vessel	Do. do.	Umarsadi	Bombay	Babul firewood, valued at R246.
140	*Nagfani*	97	Native craft	Do. 23rd.	Calicut	Porbandar	Malabar jungle wood, valued at R1,400.
141	*Rampasa*	60	Do. do.	Do. 24th.	Ponani	Do.	Rafters, split bamboos and wood, valued at R90.
142	*Lakhamipasa*	59	Do. do.	Do. do.	Calicut	Porbandar	Wooden beams and planks, value not reported.
143	*Umbica*	63	British steam launch	Do. 25th.	Employed in the passenger vessel.	Hooghly river as a	...
144	*Bhrateswary*	86	Do. do.	Do. do.	Do.	Do.	Do.
145	*Harsingar*	25	Native craft	Do. do.	Porbandar	Bhavnagar	Stones, valued at R90
146	*Ishwanti*	7	British Indian muchwa	Do. do.	Ratnagiri	To sea for fishing purposes.	...
147	*Hariprasad*	42	Do. do. padow	Do. 26th.	Dahanu	Broach	Coal, valued at R500.
148	*County of Roxburgh*	2,091	British iron ship	November 3rd.	Calcutta	Boulogne	Jute, value unknown
149	*Jumbo*	76	British Indian wooden schooner.	Do. 5th.	Rangoon	Tavoy	Kerosine oil, valued at R 300.
150	*Avoca*	3,410	British screw steamer	Do. 8th.	Calcutta	London *vid* Madras.	General, value not reported
151	*County of Caithness*	1,636	Do. iron ship	Do. 10th.	Chittagong	United Kingdom.	Jute, value not reported
152	*Ruparel*	17	British Indian padow.	Do. 11th	Mora	Bombay	Salt valued at R 1,127-8-0.
153	*Jubeda*	1,571	British screw steamer	Do. 15th.	Calcutta	Reunion and Mauritius.	General, value not reported.
154	*Palki*	2	British Indian hodi	Do. 16th.	Paz	Harnai	Employed in fishing
155	*Endeavor*	1,762	British screw steamer.	Do. 17th.	Chittagong *vid* Singapore.	Dundee	Jute, value unknown
156	*Vithalprasad*	20	British Indian vessel	Do. 18th.	Bombay	Broach	Timber, value unknown
157	*Gungavai*	4	Do. do. hodi	Do. do.	Was at sea	near Shirali.	No cargo

waters during the year 1894—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Inner harbour of Cochin	Malabar coast	Stranding—Tides and currents	None lost	Cargo partially lost and partly damaged.
At the River Steam Navigation Company's jetty at Naraingunge.	Megna river	Fire.—Unknown	Do.	Do. all lost
Near the Lower Saugor light vessel	Hooghly river	Loss of anchor and chain.—Accidental	Do.	None lost.
On the south bank of the Cochin river	Malabar coast	Grounding.—Tides and currents	Do.	Do.
Off Danda, a sub-port of Bandra	Bombay do.	Stranding.—Error of the Tindal	Do.	Cargo all lost.
4 miles from Kalai bandar	Do. do.	Capsized.—Heavy weather	Do.	...
Inner harbour of Jeddah	Red sea	Grounding.—Error of the Pilot	Do.	Cargo partially lost.
On the Kulpee roads	Hooghly river	Loss of anchor and chain.—Accidental	Do.	None lost.
On the Saugor roads	Do. do.	Do.— Heavy weather	Do.	Do.
On Diamond sand	Do. do.	Grounding.—Tides and currents	Do.	Do.
At Kundapur	Malabar coast	Capsized.—Heavy weather	Do.	Cargo all lost.
Exact locality not known	Arabian sea	Do.— Unknown	7 lives lost	.....
Chittagong harbour	Chittagong coast	Damage to mooring chain.—Tides and currents.	None lost	None lost.
About 4 miles from Dante	Bombay do.	Sprung a leak.—Heavy weather	Do.	Cargo partially lost.
Near Surat	Do. do.	Damage to cargo.—Heavy weather.	Do.	Do.
Garden House Point	Hooghly river	Collision with the 2nd mooring buoy.—Tides and currents.	Do.	None lost.
Thana creek near the Trombay barge	Bombay coast	Damage to vessel and cargo.—Heavy weather.	Do.	Cargo all lost.
At Nynan	Hooghly river	Grounding.—Tides and currents	Do.	.....
Lat. 12° 45′ N., Long. 74° 41′ E	Bombay coast	Damage to engine.—Accidental	Do.	.....
No. 2 Nynan	Hooghly river	Stranding.—Tides and currents	Do.	None lost.
Near the Gasper light ship, Sandheads	Bay of Bengal	Damage to Engine.—Accidental	Do.	Do.
8 miles west of the Tarapar creek	Bombay coast	Do. to vessel.—Heavy weather	Do.	Cargo all lost.
Near Surat	Do. do.	Loss of sails etc.— Do.	Do.	Do. partially lost.
Near the town of Charkilla	Kathiawar do.	Damage to cargo.— Do.	Do.	Do.
Near Surat	Bombay do.	Do. to sails.— Do.	Do.	Do.
Off Peer Serang	Hooghly river	Collision with the *Bhrateswary*—Not answering her helm.	Do.	.....
Do. do.	Do. do.	Collision with the *Umbica*.—The *Bhrateswary* not answering her helm.	Do.	.....
On a rock at Methla	Gulf of Cambay.	Stranding.—Heavy weather	Do.	None lost.
At the entrance of the Mirya bay, Ratnagiri	Bombay coast	Capsized.— Do.	Do.	.....
In the Vansi creek	Do. do.	Sprung a leak.— Do.	Do.	Cargo all lost.
At the quarantine buoys, Garden Reach	Hooghly river	Grounding and collision with a mooring buoy.—Error of the Pilot.	Do.	None lost.
Near Cocos island light house	Bay of Bengal	Stranding.—Tides and currents	Do.	Cargo all lost.
Off Camberbatches	Hooghly river	Grounding.—Accidental	Do.	None lost.
On a sand bank in the Guptakhally crossing	Chittagong coast	Do. Alteration in the channel	Do.	Do.
On the bar of the Shewa creek	Bombay do.	Stranding.—Accidental	Do.	Cargo partially lost.
Whilst anchored at Budge Budge	Hooghly river	Loss of anchor and chain.—Tides and currents.	Do.	None lost.
Off Paz a sub-port of Harnai	Bombay coast	Capsized.—Heavy weather	Do.	.....
Opposite the double moorings, Chittagong river	Chittagong do.	Grounding.—Tides and currents	Do.	None lost.
On a sand bank in the Nerbudda river	Gulf of Cambay	Do. do.	Do.	Cargo partially lost.
Whilst anchored to the north of Bhatkul	Bombay coast	Collision with the steamer *Brahmini*.—Error of the Master of that vessel.	Do.	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
158	*County of Clare*	2,498	British iron ship	November 23rd	Surabaya	Chittagong	In ballast
159	*Ursa*	1,796	British screw steamer	Do. 23rd	Cardiff	Aden	In water ballast
160	*Godrilt*	1,072	Do. do.	Do. 24th	London	Jeddah and Bussra	In ballast
161	*Vighneswar*	2	British Indian bodi	Do. 25th	Was fishing at sea.		No cargo
162	*Clan Macintosh*	2,619	British screw steamer	Do. do.	Glasgow	Suez and Colombo	General, value not reported
163	*Bhawani*	7	British Indian vessel	Do. 30th	Kalyan	Bombay	Grass, valued at R 230
164	*Warso*	9	Do. do.	Do. do.	Do.	Do.	Do. do.
165	*La Querida*	679	British iron barque	December 5th	Chittagong	Trinidad	Rice, value not reported
166	*Sir Robert Fernie*	2,410	British steel barque	Do. 9th	Cape Town	Calcutta	In ballast
167	*Puna*	85	Do. screw steamer	Do. 12th	Aden	Zeilah	General, value not reported
168	*Thirlmere*	1,625	Do. iron ship	Do. do.	Calcutta	New York	Jute, value not reported
169	*Rooparel*	57	Portuguese Indian batel	Do. 13th	Cochin	Kurrachee	Timber, valued at R4,000.
170	*Boat No. 47*	22	British Indian fore and aft boat.	Do. 17th	Kulaschikhara-patnam.	Tuticorin	Firewood, value not reported.
171	*Panthai*	33	Portuguese Indian lateen	Do. do.	Diu	Kalyan	Salted fish, valued at R741-8.
172	*Sierra Blanca*	1,518	British iron ship	Do. 18th	Hamburg	Rangoon	Salt, value not reported
173	*Nadir*	2,041	Do. screw steamer	Do. 23rd	Calcutta	Bombay, viâ Coast ports.	General, value not reported
174	*Shahoor Rahimany*	38	British Indian manji	Do. do.	Tellicherry	Mangalore	Fish manure, valued at R369.
175	*M. Meanatchy*	1,368	British screw steamer	Do. 24th	Madras	Rangoon	General, value not reported
176	*Vijtiprasad*	31	British Indian padow	Do. 25th	Porbandar	Tankari	Porbandar stones, valued at R131-8-7.
177	*Ruparel*	29	Do. do. do.	Do. do.	Bhiwndi	Navsari	Teakwood rafters, valued at R835.
178	*Alberta*	3,162	Do. screw steamer	Do. 27th	Calcutta	Dundee	Jute, value not reported
179	*Kashiprasad*	20	British Indian padow	Do. 29th	Dahanu	Broach	Teak rafters, valued at R700.

waters during the year 1894—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On the north-east part of Pandita island	Chittagong coast	Grounding.—Tides and currents	None lost	.....
On the Maguania reef	Red sea	Do. do.	Do.	None lost.
20 miles south of Jebel Tier	Do.	Damage to engine.—Unknown	Do.	.....
Off Anjidiv island	Bombay coast	Collision with a kotia.—Not exhibiting light.	Do.	.....
Lat. 21° 41' N., Long 56° 45' E.	Indian ocean	Damage to engine.—Unknown.	Do.	None lost.
On a bank in the Kalyan creek	Bombay coast	Stranding.—Tides and currents	Do.	Cargo all lost.
Do. do.	Do. do.	Do. do.	Do.	Do. do.
On a sand bank in the Guptakhally crossing	Chittagong do.	Grounding.—Accidental	Do.	None lost.
In the Jellingham channel	Hooghly river	Loss of anchor and chain.—Tides and currents.	Do.	Do.
Flat bearing E. S. ¼ S., true Benor S. W. ¼ W.	Gulf of Aden	Stranding.—Heavy weather.	Do.	Do.
At Garden House point	Hooghly river	Collision with the mooring buoy.—Error of the Pilot.	Do.	Do.
On the Groyne at Kurrachee harbour	Sindh coast	Capsized.—Tides and currents	Do.	Do.
Off Pennacoil, in the Tinnevelly coast	Gulf of Manar	Stranding.—Heavy weather	Do	Do.
In the Kalyan creek	Bombay coast	Stranding.—Error of the Tindal	Do.	Cargo partially lost.
On the Chonkey Lumps, Rangoon river	Burma do.	Grounding.—Error of the Pilot	Do.	None lost.
Grounding on the bank at Fifth Reach	Hooghly river	Do. Defective steering gear	Do.	Do.
South-west of the bar entrance of Mangalore harbour.	Bombay coast	Capsized.—Heavy weather	Do.	Cargo partially lost.
In a fishing village creek, Rangoon river	Burma do.	Grounding.—Error of the Leadsman	Do.	None lost.
Near the Piram lighthouse	Do. do.	Damage to vessels, etc.—Heavy weather.	Do.	Cargo partially lost.
On a sand bank off Matvar Poorani river	Bombay do.	Stranding.—Error of the Pilot	Do	Do. do.
On a mud bank at Cafferry point	Hooghly river	Grounding.—Accidental	Do.	Do. do.
In the Nerbudda river	Gulf of Cambay	Damage to vessel, etc.—Tides and currents.	Do.	Do. partially lost.

NOTES ACCOMPANYING THE CASUALTY STATEMENT FOR 1894.

JANUARY.

1. Serajgunge.—A British inland steel flat, of Calcutta, 560 tons register; official No. and class not reported; age 14 years; was at anchor in the Hooghly river, laden with jute to the extent of about 14,000 drums, value not reported, and a crew of 17 men.

This vessel, belonging to the River Steam Navigation Company, had just arrived in Calcutta, with a cargo of jute, and anchored at Ruthtollah ghat, river Hooghly. About 4 A.M. of the 1st January an alarm was raised that the flat was on fire. The fire had broken out amidships on the starboard side. The nearest Police station was communicated with, and the Fire Brigade from the central Police station and the Calcutta Fire Brigade were promptly along side of the flat, and rendered very efficient service in controlling the fire. The flat however was badly damaged and had to go into dry dock for repairs. A large portion of the cargo was salved, though the greater portion was more or less damaged by fire and water. No life lost. The origin of the fire is unknown.

2. Calder.—A British fore and aft screw steamer, of Bombay, 400 tons register; official No. 67978; age 22 years; class not reported; bound from Bombay to the Persian gulf, with a general cargo, value not reported, 54 passengers, and a crew of 64 men.

This vessel whilst on her voyage from Bombay to the Persian gulf, being then about 40 miles north west of Bombay, commenced to leak badly owing to the packing of her stern gland having given way; and as the afterhold and engine room were flooded with water, she put back to Bombay at 3 A.M. of the 3rd January to have the leakage stopped, which was done through the assistance of a diver. The cost of repairs is not reported. No damage to cargo. No life lost.

3. Bhutia.—A British iron steamer, of Calcutta, 225 tons register; official No. and class not reported; age 4 years; bound from Fenchugunge to Goalundo, with a general cargo, value not reported, 68 passengers, and a crew of 22 men.

Collided with the S. S. *Lark* when meeting at a sharp and narrow bend below Enathgunj, on the Kusiara river, Cachar, at 10 A.M. of the 3rd January. The *Bhutia* had her stern board broken, and her bows staved in. The value of the damage is estimated at R800. The *Lark* had her cabin panelling damaged, value R400. No loss of cargo. No life lost.

4. Lark.—A British steel screw steamer, belonging to the India General Steam Navigation Co., of Calcutta, 133 tons register, official number and class not reported, age 8 years, from Naraingunge to Fenchugunge, with a general cargo, 42 passengers, and a crew of 25 men.

(*For details of a collision between this vessel and the "Bhutia," see Casualty No. 3*).

5. **Badger.**—A British steam launch, registered tonnage, official No., age, and class not reported; attached to the Royal Indian Marine Dockyard, at Kidderpore; description of cargo and number of crew not reported.

The *Badger* was steering down the Hooghly river, with the flood tide, on the morning of the 5th January, when a dinghy, with several other craft, was observed coming up the river on her starboard bow. When close by, the manjee of the dinghy tried to cross the *Badger's* bows; the engines were stopped, but the force of the tide swept the dinghy on and she rolled over and sank at No. 2 Esplanade moorings. The *Badger* was slightly damaged, value not reported. No life lost.

6. **Thisbe.**—An Austro-Hungarian iron screw steamer, of Trieste, 1789 tons register; official No. 236; age 11 years; bound from Calcutta to Trieste, with a general cargo, value not reported.

Grounded on the head of the Sankral sand, Hooghly river, as she was proceeding down under pilotage charge at 9 A.M., of the 7th January. She remained on the sand until the tide made at 10-50 A.M. when she floated; and having sustained no damage she proceeded on her voyage. No loss of cargo. No life lost. The accident is due to an error of the Pilot.

7. **Dolatpasha.**—A native craft, of Salaya, 68 tons register, official No. $\frac{4}{34}$; age 27 years; not classed; bound from Porbander to Broach, with a cargo of stones, value not reported, and a crew of 7 men.

Sprung a leak on the Chorwad bunder, Kathiawar coast, on the 16th January, owing to the vessel having had a split in her bottom, and as there was no means of stopping the leakage she grounded and was damaged to the extent of ₹50. A portion of the cargo was jettisoned, value ₹300. No life lost.

8. **Nubia.**—A British screw steamer, of Glasgow, 2319 tons register; official No. 86709; age 12 years; bound from Calcutta to London, with a general cargo, value not reported, two passengers and a crew of 50 men.

Collided with the S. S. *Nadir*, off the Sankral Reach, river Hooghly, while these vessels were proceeding down in charge of their respective pilots, at 7-50 A.M. of the 20th January. The *Nadir* in trying to overtake the *Nubia* struck her on the port side abreast of the after part of after hatchway and made an indent on the side about two inches deep from the gunwale, down to about two feet below the tween deck stringer, and fractured the plates of the second and third strakes from the gunwale, bent three frames and carried away the poop awning stanchions and grazed the sides, rubbing off the flanges of the scuppers. The value of the damage is estimated at ₹4,000. The *Nadir* had her stem bent over to port at the 13 feet mark to the extent of about five inches, and the forward lengths of plating of the sixth and seventh strakes of plating from the gunwale were started off the stem, and all the rivets in the stem through the ends of those plates were sheared. The value of the damage is estimated at from ₹8 to 10,000. In consequence of these damages both vessels had to return to Calcutta for repairs. The accident is attributed to an error of judgment on the part of the Pilot of the *Nadir*. No damage to cargo. No life lost.

9. **Nadir.**—A British screw steamer, of Liverpool, 2041 tons register; official No. 96392; age 5 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Bombay *viâ* coast ports, with a general cargo, value not reported, four passengers, and a crew of 70 men.

(*For details of a collision between this vessel and the "Nubia," see Casualty No. 8*).

10. Ethiopia.—A British iron screw three-masted steamer, of Glasgow, 1,302 tons register; official No. 68120; age 20 years; bound from Moulmein to Calcutta *vid* Rangoon, with a cargo of timber, rice, and paddy, aggregate value R47,000, and a crew of 87 men.

Grounded near No. 5 Red buoy Bilugyun channel, Moulmein river, Burma coast, at 2 P.M. of the 20th January, as she was proceeding down the river under pilotage charge. No damage to vessel or cargo. No life lost.

A Court of Inquiry held to investigate the circumstances, after considering all that had been brought before it, were of opinion that the Pilot was to blame for the casualty.

11. Malda.—A British iron screw steamer, of Glasgow, 1,250 tons register; official No. 68092; age 20 years; classed at Lloyd's 100 A.1.; bound from Calcutta to Rangoon and Moulmein, with a general cargo, value not reported, and a crew of 78 men.

Grounded on the Spit sand below Elephant point, Burma coast, at 10 P.M. of the 22nd January whilst proceeding down under pilotage charge. The vessel sustained no apparent damage. No damage to cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were unanimously of opinion that the grounding was an accident and not due to any carelessness, and that there was nothing to justify the framing of a charge against any one.

12. Ruparel.—A British Indian padow, of Kelvi-Mahim, 9 tons register; official No. 843; age not known; classed as a country craft; bound from Satpati to sea for fishing purposes, with a crew of 5 men.

This vessel had proceeded on her voyage, and when about 6 miles out at sea from the port of Satpati, Bombay coast, she encountered strong contrary winds, and in making attempts to return to Satpati, she capsized at noon of the 23rd January, but eventually drifted to the shore. No life lost. The crew were picked up by a vessel passing close by at the time and brought ashore.

13. Chandraban.—A British Indian vessel, of Bassein, 9 tons register; official No. 3687; age one year; classed as a country craft; bound from Kalyan to Bassein, with a cargo of paddy valued at R125, and nagali valued at R25, and a crew of 10 men.

This vessel was proceeding through the Bassein creek at 6 A.M. of the 24th January, and when near the Railway bridge, a strong current drove her against one of the piers and damaged her to the extent of R20. The whole of the cargo was lost. No life lost.

14. Hariprasad.—A British Indian padow, of Surat, 9 tons register; official No. 4204, age 4 years, classed as a country craft, bound from Bilimora to Moha, with a cargo of jaggery valued at R744, and a crew of 5 men.

This vessel accidentally struck against a rock at the entrance of the Bilimora creek, Bombay coast, and sprung a leak at 8 P.M. of the 25th January. The damage sustained by the vessel is estimated at R75. The whole of the cargo was lost. No life lost.

15. Hooseiney.—An Arabian sumbook, of Bushire, registered tonnage unknown; no official No.; age under one year; class not reported; bound from Muscat to Bhavnagar, with a cargo of dates, value unknown, and a crew of 15 men.

Encountered heavy weather off the Makran coast, Arabian sea, and a heavy swell which came on at the same time carried away her rudder and rendered

her unmanageable. Value of the damage is not reported. The whole of the cargo was thrown overboard and lost. No life lost.

16. **Fateh Salam.**—A British Indian vessel, of Gogo, 22 tons register; official No. 193; age unknown, classed as a country craft; bound from Bombay to Surat, with a cargo of cocoanuts, valued at ₹3,555, and a crew of 8 men.

This vessel whilst coming up the Tapti river encountered a heavy gale of wind at 4 A.M. of the 28th January and having struck on a sand bank about 4 miles off the Mora village, gulf of Cambay, got stove in, and her cargo washed overboard. The value of the damage sustained by the vessel is estimated at ₹1,000. Cargo to the value of ₹2,685 was lost, and about ₹150 worth damaged. No life lost.

17. **Shakye.**—A British Indian dinghy, of Kurrachee, 13 tons register; official No. 489C; age 2 years; classed as a coasting craft; bound from Ghorabaree to Kurrachee, with a cargo of mats, valued at about ₹100, and a crew of 4 men.

This vessel was lying in the Kurrachee harbour near the Napier Mole boat wharf, and at 10 P.M. of the 29th January her cargo of mats was discovered to be on fire, and although every endeavour was made to extinguish it, all the mats were burnt. No life lost. The fire evidently originated from the galley.

18. **Fultala.**—A British steel screw steamer, of Glasgow, 2,692 tons register; official No. 98589; age about 4 years; classed at Lloyd's 100 A. I.; was bound from Bombay to Calcutta, with a general cargo, 1 passenger, and a crew of 101 men.

This vessel was proceeding up the river under pilotage charge and at 6·30 A.M. of the 29th January, whilst coming from an anchorage near the wreck of the *Anglia*, was suddenly enveloped in a very dense fog at the upper part of the Jellingham channel, river Hooghly, and dragging her anchor, sheered to port. She was aground for 7 hours, but apparently sustained no damage. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

19. **Sugalpasha.**—A native craft, of Jodiya, 26 tons register; official No. 186; age 7 years; not classed; bound from Rajpura to Jodiya, with a cargo of molasses and ground nuts, value ₹4,000, and a crew of 7 men.

Stranded at Undalia Pir, near Dhamlej, Kathiawar coast, at midnight of the 30th January, and as the Tindal lost control of the vessel and found it impracticable to steer her, a strong side wind drove her ashore. The vessel was damaged to the extent of ₹100. The cargo lost is estimated at ₹3,750. No life lost.

FEBRUARY.

20. **Ratho.**—A British steel screw steamer, of Liverpool, 2,758 tons register; official No. 99339; age 3 years; classed at Lloyd's 100 A. I.; bound from Pondicherry to Cocanada, with a cargo of ground nuts, value not reported, and a crew of 34 men.

This vessel, whilst on her voyage from Pondicherry to Cocanada, encountered an unexpected current of 33 miles to the N. W. by N. ½ N. which sent her ashore at Nursapore. Owing to an error of the Master in steering along the land and not keeping the lead constantly going, she grounded 5 miles S. W. of Sacramento shoal, Coromandel coast, at 6 A.M. of the 1st February. She floated off again on the 3rd idem after discharging about 80 tons of cargo into lighters. She lost one bower, 150 fathoms of cable, one stream anchor and wire

hawser, value £200. No damage to cargo. No life lost. The vessel was insured for £48,000.

A Court of Inquiry held at Cocanada to investigate the circumstances after considering all the evidence before it, charged the Master with wrongful act and default in that he finding himself in only seven fathoms still kept the engines at full speed and omitted to keep the lead going, in opposition to the Instructions laid down in the Admiralty Directions. The Court held that it was a serious piece of neglect on the part of the Master not to keep the lead going, but as the vessel sustained no damage, and the owners failed to supply him with an Admiralty Chart of the coast, they censured him very severely for his neglect.

21. **Sundarpasha.**—A Native craft, of Porbander, 74 tons register; official No. 116; age 5 years; not classed; bound from Calicut to Kurrachee *viâ* Porbander, with a cargo of wooden planks, logs, and cocoanut-oil, value not reported, and a crew of 7 men and 4 boys.

This vessel whilst on her return voyage to Porbander had suddenly struck on a rock and stranded in the creek on the boundary of the villages of Vadodra and Sutrapada, Kathiawar coast. She sprung a leak at midnight of the 2nd February, and was damaged to the extent of R500. Cargo to the amount of R132 was lost. No life lost.

22. **Labhsavai.**—A British Indian vessel, of Surat, 19 tons register; official No. 3111; age 13 years; classed as a country craft; bound from Bhagva to Gogo, with a cargo of cotton seeds valued at R743-12, and a crew of 8 men.

Stranded at 1 A.M. of the 3rd February owing to strong winds which drove her against a sand bank, about 8 miles off the Bhagva bunder, gulf of Cambay, and damaged her to the extent of R300. The whole of the cargo was lost. No life lost.

23. **Mowludy.**—A British Indian muchwa, of Mangalore, 40 tons register; official No. 2 of 1885; age 10 years; not classed; bound from Calicut to Mangalore, with a general cargo, valued at R4,748, one passenger, and a crew of 8 men.

This vessel when off Mangalore suddenly fell in with bad weather, and becoming unmanageable she struck on a sand-spit and had a hole knocked in her bottom. She then filled with water and sank at the entrance to Mangalore backwater at 4 P.M. of the 10th February and was damaged to the extent of R100. Cargo to the value of R50 was lost, and about R200 damaged. No life lost.

24. **Rasmara.**—A British steel paddle steamer, of Glasgow, 307 tons register; official No. 97615; age 4 years; bound from Moulmein to Rangoon, with a general cargo, value not reported. Five first class and a number of deck passengers, and a crew of 53 men.

Collided with Cargo boat No. 124, which was laden with 1,100 baskets of paddy. The boat was anchored off Macrae's wharf, Moulmein harbour, at 8-33 A.M. of the 10th February, and the steamer struck her on the bow, capsized, and sank her. The occupants of the boat consisting of the tindal, 2 lascars, and a Burmese lad were thrown into the water. They were however rescued by a boat sent out from the steamer *Defiance*. The value of the boat and her cargo is not reported. The *Rasmara* sustained no damage. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the collision was caused by mistake made by the Master of the *Rasmara* in not making enough allowance for the strength of the tide, that these mistakes were entirely, or in great part, the result of the foggy state of the atmosphere, and that, considering the state of the atmosphere, the *Rasmara* should have been going at a lower rate of speed while navigating such a locality. The Chief Commissioner accordingly directed that the Master be reprimanded.

25. Picton.—A British steel screw steamer, of West Hartlepool, 1,561 tons register; official No. 92915; age 6 years; classed at Lloyd's 100 A. 1.; bound from Colombo to Rangoon, in water ballast, and a crew of 23 men.

Collided with the Centre Eastern buoy, Rangoon river, at 4 A.M. of the 11th February whilst rounding to, to come to an anchor during a fog. No damage to steamer or the buoy. No life lost.

26. Goalpara.—A British steel screw steamer, of Glasgow, 1,355 tons register; official No. 87675; age 11 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Bombay, with a general cargo, value not reported, 3 passengers, and a crew of 78 men.

This vessel whilst proceeding down under pilotage charge grounded on a shoal called the head of the Sankral sand, off Panchpara, Garden Reach, river Hooghly, at 1-26 P.M. of the 13th February. She floated off again at 2-57 P.M. of the same day without sustaining any damage. The accident is attributed to an error of the Pilot. No damage to cargo. No life lost.

27. Clan Buchanan.—A British iron screw steamer, of Glasgow, 1,913 tons register; official No. 85927; age 12 years; classed at Lloyd's 100 A. I.; bound from Calcutta to London, with a general cargo, value unknown, 3 passengers, and a crew of 70 men.

Collided with the S. S. *Lawada*, off the Eastern channel light vessel, river Hooghly, as she was proceeding down under pilotage charge at 3 P.M. of the 19th February. The *Clan Buchanan* had her upper plating consisting of half round and side panel plate in front of saloon arched, and bulwark plate set in and bent, value estimated at £17. The *Lawada* had one plate dented above water on the port bow, value not reported. No damage to cargo. No life lost.

A Departmental Court of Inquiry held to investigate the circumstances considered that the two vessels in making their way up to the pilot brig *Fame*, were at times closer to each other than was prudent, and as they approached the brig at a high rate of speed, a collision was inevitable.

28. Lawada.—A British steel screw three masted steamer, of Glasgow, 2,140 tons register; official No. 90044; age 9 years; bound from Calcutta to Australian ports *viâ* Penang and Singapore, with a general cargo, value not reported, and a crew of 99 men.

(*For details of a collision between this vessel and the "Clan Buchanan," see Casualty No. 27*).

29. Goodavriprasad.—A British Indian padow, of Bulsar, 51 tons register; official No. 1720; age 36 years; classed as a country craft; bound from Calicut to Cutch Mandvi, with a cargo of timber valued at R854-4 and bamboo blinds worth R35, and a crew of 11 men.

Encountered a heavy gale and storm off Diu, Bombay coast, during the night of the 20th February, which tore her sails to pieces and broke her helm. Two bundles of ropes on board were also lost, together with a sail rope and an anchor, value estimated at R110. Cargo jettisoned, value R110. No life lost.

30. **Inversnaid.**—A British steel barque, of Aberdeen, 1312 tons register; official No. 99,639; age 2 years; classed at Lloyd's 100 A. I.; bound from Hamburg to Rangoon, with a general cargo and salt in bulk, value not reported, and a crew of 23 men.

Collided with the German ship *Rigel* at 3 A.M. of the 21st February whilst anchored in the Rangoon river, midstream off Phayre street wharf. The Harbour Master who had received instructions to moor the *Inversnaid* over at Dalla took the vessel in question off the pontoon and moored her at single anchor with 30 fathoms of chain in midstream ahead of the *Rigel*, and requesting the mate of the *Inversnaid* to keep an anchor watch, went ashore at 7 P.M. On his return at 4 A.M. it was found that when swinging, the *Inversnaid* had caught the shackle of her cable at the 15 fathom on the fluke of the anchor, and there not being sufficient holding power, the vessel ran away and fouled the *Rigel*. The damage done to the *Rigel* is as follows:—Fore-royal-stay-band and flying-jib shroud screw broken, bolt of the foot rope broken and lost, bob-stay bent. All the rigging on the bowsprit were more or less chafed value estimated at R150. The *Inversnaid* had the spanker boom and shank gaff smashed and the boom thrown over the side, and the awnings and teak rails on both sides also smashed, value of damage estimated at R500. No loss of cargo. No life lost.

A Court of Inquiry was held to investigate the circumstances. The President was of opinion that the Harbour Master was guilty of negligence in leaving the ship, more especially as he knew she was at single anchor in what must have really been an unsafe berth. The officer in charge of the ship was, however, to blame directly for the accident in not setting a proper watch.

31. **Rigel.**—A German steel ship, of Bremen, 1,879 tons register; official No. not reported; age 3 years; classed at Lloyd's 100 A. I.; bound from Bremen to Rangoon, with a cargo of salt, value not reported, and a crew of 26 men.

(*For details of a collision between this vessel and the "Inversnaid," see Casualty No. 30*).

32 **Cocanada.**—A British iron screw steamer, of Glasgow, 547 tons register; official No. 67995; age 22 years; bound from Calcutta to Rangoon, with a cargo of coal, value not reported, and a crew of 62 men.

Grounded at the entrance of the Pazundaung creek, off Rangoon river, and also collided with a cargo boat whilst proceeding up under pilotage charge at 3 A.M. of the 22nd February. The steamer sustained no damage. No loss of cargo. No life lost. The cargo boat which was lying at anchor was struck on the bow and had her fiddle head carried away. Value not reported.

A Court of Inquiry held to investigate the circumstances were unanimously of opinion that there was no negligence on the part of the Pilot, and that the grounding was due to an exceptionally strong tide which carried the vessel out of her course, causing the Pilot to miss the Monkey point buoy, and to the presence of a cargo boat, to avoid a collision with which the ship was put hard astern and could not get back to her course; and that the collision was due to the absence of any light on the cargo boat, and not to any negligence on the part of the Pilot.

33. **Vijtiprasad**—A British Indian vessel, of Bulsar, 19 tons register; official No. 2579; age 3 years; bound from Agasi to Bilimora, with a cargo of planks valued at R100 and fuel worth R45, and a crew of 7 men.

This vessel whilst proceeding on her voyage struck on a sand bank near

Bhat, Bombay coast, at 3 A.M. of the 22nd February, and had her sail cloth torn, the jibboom broken, and other fittings along with oars lost; damage estimated at R150. No damage to cargo. No life lost.

34. **Straits of Dover.**—A British steel screw steamer, of Glasgow, 1,904 tons register; official No. 99842; age 2 years; classed at Lloyd's 100 A.-I; bound from Rangoon to Port Said, with a cargo of rice valued at R2,63,974, number of crew unknown.

Grounded on Hastings shoal, Rangoon river, Burma coast, as she was proceeding down under pilotage charge at 10·5 P.M. of the 28th February. She remained aground till 2·20 A.M. of the 4th March when she floated off and proceeded on her voyage. No damage to vessel or cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that no carelessness was proved on the part of the Pilot, and that the grounding of the vessel was due to the Pilot mistaking his position through the Monkey point buoy not being lighted. They were further of opinion that as the lighting of the buoy is said to be left to lascars, early steps should be taken by the Port Authorities to see that this lighting of buoys is not left in irresponsible hands, and thereby to prevent the probable recurrence of similar accident.

MARCH.

35. **Laxmi.**—A British Indian muchwa, of Malwan, 7 tons register; official No. 4077; age 1 year; classed as a country craft; bound from Redi to Barkoor, with a cargo of salt valued at R618-12, and a crew of 4 men.

Encountered a violent north-west gale at 5 A.M. of the 1st March at the entrance of the Redi creek, Bombay coast, which turned the vessel off its course, whilst a heavy sea capsized her, damaged all her cargo and injured her bottom. The value of the damage to the vessel is estimated at R75. No life lost.

36. **Imberhorne.**—A British iron ship, of London, 1,997 tons register; official No. 87033; age 12 years; classed at Lloyd's 100 A. I.; bound from New York to Calcutta, with a cargo of petroleum, value not reported, one passenger, and a crew of 29 men.

Collided with the S. S. *Malda* during a dense fog in the Jellingham channel, river Hooghly, as she was proceeding up under pilotage charge, and in tow of the steam tug *Dalhousie* at 8 A.M. of the 3rd March. The *Imberhorne* had her stem twisted, 4 plates cracked and broken; value of the damage not reported. The *Malda* was run into and cut down to within two feet of the water's edge as she was lying at anchor in the channel. No loss of cargo. No life lost.

A Departmental Court of Inquiry held to investigate the circumstances were of opinion that the collision between the ship *Imberhorne* and the S.S. *Malda* was entirely due to the occurrence of a very dense fog, and considered that no blame attaches to either Pilot.

37. **Malda.**—A British iron screw steamer, of Glasgow, 1,253 tons register; official No. 68092; age 20 years; classed at Lloyd's 100 A. I.; bound from Rangoon to Calcutta, with a general cargo, value not reported, 274 passengers, and a crew of 78 men.

(*For details of a collision between this vessel and the "Imberhorne," see Casualty No. 36*).

38. **North Star.**—A British steel four-masted barque, of London, 2,627 tons register; official No. 99085; age two years; bound from Philadelphia to

Calcutta, with a cargo of kerosine oil, value not reported, and a crew of 36 men.

Lost her port anchor and 45 fathoms of chain at Budge Budge, river Hooghly, as she was proceeding up under pilotage charge at 3 P.M. of the 4th March. The accident is attributed to a faulty link in the chain. No damage to cargo. No life lost.

39. **Glenorchy.**—A British four-masted iron ship, of Liverpool, 2,149 tons register; official No. 86224; age 12 years; classed at Lloyd's 100 A. I.; bound from Hamburg to Rangoon, with a general cargo and salt, value not reported, and a crew of 31 men.

Grounded about a quarter of a mile above Chokey point, Rangoon river, owing to a strong eddy tide which caught the ship and sent her bow on to the bank at 3 P.M. of the 6th March. No damage to vessel or cargo. No life lost.

40. **Labhsavai.**—A British Indian padow, of Surat, 54 tons register; official No. 3585; age 34 years; classed as a country craft; bound from Calicut to Bhavnagar, with a cargo of timber and bamboo blinds, valued at ₹2,000, and a crew of 12 men.

This vessel having encountered heavy winds and a rough sea at the entrance of the Tapti river, gulf of Cambay, sprung a leak and was abandoned at midnight of the 6th March. She was damaged to the extent of ₹942 and cargo to the value of ₹1,500 was lost. No life lost.

41. **Pootali.**—A British Indian lateen, of Uran, 24 tons register; official No. 2486; age 6 years; classed as a country craft; bound from Mora to Thana, with a cargo of salt, valued at ₹1,728 and a crew of 4 men.

This vessel whilst riding at anchor in the Thana creek off the Chindani wharf, was driven at 3 A.M. of the 9th March by strong winds and tide against the pier, and had some of her cargo thrown into the water. The vessel sustained no damage. The cargo lost is valued at ₹472-5-7. No life lost.

42. **Safeenathulla.**—A British Indian wooden brig, of Porto Novo, 94 tons register; official No. 2 of 1892; age 2 years; bound from Berwalla to Porto Novo, in ballast, and a crew of 11 men.

Stranded near Thannuskhadi, gulf of Manar, at 4 A.M. of the 10th March, owing to strong adverse currents, but apparently sustained no damage. No life lost.

43. **Ruparel.**—A British Indian padow, of Bulsar, 14 tons register, official No. 545; age unknown; classed as a country craft; bound from Bulsar to Bombay with a cargo of pulse and vinegar, valued at ₹760-12, and a crew of 6 men.

Stranded on a sand bank near the mouth of the Aurunga river, Bombay coast, at 8 P.M. of the 13th March and had the caulking of the planks of the hull loosened. The value of the damage is estimated at ₹20, cargo to the value of ₹350 was damaged. No life lost. The occurrence was accidental.

44. **Singapore.**—An Italian screw steamer, of Genoa, 2,432 tons register; official No. not reported; age 20 years; classed at the Italian Lloyd's A. I.; bound from Genoa to Bombay, with a general cargo, value unknown, 26 passengers, and a crew of 129 men.

This vessel when in Lat. 13°28′ N. long 49°-10′ E. gulf of Aden, had the middle shaft of her engine broken at 5 P.M. of the 13th March. She was towed back to Aden by the steamers *Westmeath* and *Sunderland*; value of damage not reported. No loss of cargo. No life lost.

LIBRARY

45. **Dalhousie.**—A British steel twin-screw tug steamer, belonging to Messrs. Gladstone, Wyllie and Co., of Calcutta, 62 tons register; official No. 97582; age 5 years; classed at Lloyd's 100 A. 1.; employed in the Hooghly river as a tug; crew 39 men.

Grounded opposite Oolooberiah, Hooghly river, whilst towing the ship *Lord Templeton* down the river at 10-15 A.M. of the 21st March. She remained aground for 15 minutes, but sustained no damage. No life lost.

46. **Trocas.**—A British steel screw three-masted steamer, of London, 2,657 tons register; official No. 101972; age 1 year; classed at Lloyd's 100 A. 1.; bound from Batoum to Madras, with a cargo of petroleum in bulk, value not reported, and a crew of 65 men.

Grounded at Hog river point, whilst proceeding up the Hooghly river under pilotage charge on the 24th March. She floated off again at high water without sustaining any damage. No loss of cargo. No life lost.

47. **Khatan-Pasa.**—A native craft, of Veraval, 43 tons register; official No. 3; age 22 years; bound from Bombay to Porbander, with a cargo of cotton seeds, value not reported, and a crew of 6 men.

Collided with a Cutch vessel at midnight of the 27th March when out in the high seas, near Suratnibari, Kathiawar coast, owing to neither vessel having any light. The *Khatan-Pasa* had her side bent, and as she sprung a leak and became unmanageable, a portion of the cargo had to be jettisoned. The value of damage to the vessel is estimated at R10 or 12. Cargo to the value of R100 was jettisoned. No life lost.

48. **Titania.**—A German iron barque, of Elsfleth, 1,068 tons register; official No. not reported; age 5 years; classed at Lloyd's 100 A. 1; bound from Rio de Janeiro to Rangoon, in ballast, and a crew of 17 men.

This vessel was proceeding up the Rangoon river at 4 A.M. of the 27th March under pilotage charge, and in tow of the steam tug *Kathleen*, and when off Bassein creek she collided with the S. S. *Purnea*, which was lying at anchor there, and scraping along the starboard side, fore and aft, did considerable damage to her upper works, value not reported. The *Titania* damaged herself to the extent of £400. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the Pilot of the *Titania* and the Master of the steam tug *Kathleen* were both to blame in not keeping a sufficient look out. They accordingly recommended that the Master's certificate should be suspended for two months, and the Pilot's license reduced one grade for the same term.

49. **Purnea.**—A British steel screw steamer, of Glasgow, 2,156 tons register; official No. 96033; age 6 years; classed at Lloyd's A. 1., bound from Calcutta to Rangoon with a general cargo, 180 passengers, and a crew of 91 men.

(*For details of a collision between this vessel and the "Titania," see Casualty No. 48.*)

APRIL.

50. **Ousal Lohia**—An Arabian wooden sumbook, of Hodeidah, 80 tons register; official No. B.; age 8 years; bound from Perim to Aden, with a general cargo, value not reported, and a crew of 23 men.

Struck on a sunken steamer, near Perim island, gulf of Aden, on the 2nd

April and was damaged. Value of damage not reported. No loss of cargo. No life lost. Salvage services were rendered by the Perim Coal Co.

51. **Tregenna.**—A British steel screw steamer, of St. Ives, 1,691 tons register; official No. 98248; age 2 years; classed at Lloyd's 100 A. I.; bound from Colombo to Moulmein, in water ballast, and a crew of 24 men.

Stranded on the Godwin sands, entrance to the Moulmein river, on the morning of the 4th April whilst proceeding on her voyage from Elephant point to Moulmein. No damage to vessel or cargo. No life lost. The accident is attributed to a strong flood-tide which swept the vessel northward of the true course.

52. **Rauenthaler.**—A German steel screw steamer, of Bremen, 2,167 tons register; official No. not reported; age 5 years; classed at Lloyd's 100 A. I; bound from Calcutta to Hamburg and Bremen, with a general cargo, value not reported, number of crew not reported.

Grounded on Mooneekhally sand, Hooghly river, owing to some defect of the steering gear, as she was proceeding down under pilotage charge on the 5th April. Here she remained aground for an hour. Having floated off and proceeding further down she drove on, with 45 fathoms cable out and a Tysack's anchor down, to Diamond sands, in the afternoon of the 6th April, where she grounded again for an hour. The vessel apparently sustained no damage. No loss of cargo. No life lost.

53. **Neelayathatchy.**—A British Indian wooden brig, of Colombo, 105 tons register; official No. 81071; age 21 years; bound from Gopalpore to Colombo, with a general cargo and rice, valued at ₹ 570, and a crew of 16 men.

This vessel whilst at anchor at Gopalpore (Ganjam), Madras coast, loading a cargo for Colombo, experienced a south-west gale of wind at 4-30 P.M. of the 6th April, and had both her anchors and about 80 fathoms of chain carried away, value not reported. She put to sea and made for False Point, where she arrived on the morning of the 8th idem. No loss of cargo. No life lost.

54. **Mandarin.**—A British steel screw steamer, of London, 1,171 tons register; official No. 99011; age 3 years; classed at Lloyd's 100 A. I.; bound from Jeddah to Singapore, with a crew of 44 men, no cargo.

This vessel put in at Aden at 3-30 P.M. of the 8th April with boiler tubes leaky, and after having them repaired, she proceeded on her voyage. The cost of repairs is not reported. No life lost.

55. **Hindustan.**—A British steel screw steamer, of Sunderland, 1,552 tons register; official No. 99616; age 2 years; classed at Lloyd's 100 A. I. bound from Middlesborough to Vizagapatam and Chittagong, with a general cargo and railway machinery, value not reported, and a crew of 25 men.

Grounded on the south end of North Patch, 28 miles south of Chittagong, owing to a strong current which set in at 10-53 A.M. of the 10th April, and to the Mate, who was in charge of the vessel at the time, misjudging his distance. The vessel sustained no damage. No loss of cargo. No life lost.

56. **Mobile.**—A British iron screw steamer, of Bombay, 930 tons register; official No. 82278; age 15 years; bound from Massowah to Bombay, with a general cargo, value not reported, 604 passengers, and a crew of 60 men.

This vessel when north-west of Perim island, Red sea, sprung a leak on the 13th April, owing to one of her plates having been worn out through the action of bilge water. A considerable portion of the cargo had to be jettisoned in order to ascertain the position of the leak, and after she had effectually stop-

ped the leak, she proceeded on her voyage. Value of damage to the vessel and of the cargo jettisoned not reported. No life lost.

57. **Inchdune.**—A British steel screw steamer, of Liverpool, 1,895 tons register; official No. 97877; age about 3 years; classed at Llyod's 100 A. I.; bound from Batoum to Rangoon and Zaandaw, with a cargo of rice, value not reported, and a crew of 27 men.

This vessel had her propeller shaft broken at 10-25 P.M. of the 14th April, when in Lat. 10° 4′ N., Long. 86° 45′ E., Bay of Bengal; value of the damage is not reported. No loss of cargo. No life lost.

58. **Ramban.**—A British Indian lateen, of Bassein, 11 tons register; official No. 2825; age 12 years; bound from Bassein to Bhayndar, with a cargo of salt, valued at R978, and a crew of 5 men.

Capsized through the action of the tide whilst berthed alongside of the wharf in the Bhaynder Preventive station, Bassein creek, at 8-30 P.M. of the 18th April. The vessel sustained no damage, but cargo to the amount of R354 was lost. No life lost.

59. **Moulmein.**—A Britsh Indian wooden brig, of Chittagong, 155 tons register; official No. 4 of 1894; age 3 years; bound from Akyab to Kankasanturai, with a cargo of paddy, value not reported, and a crew of 16 men.

This vessel whilst anchored in the harbour of Kankasanturai, Ceylon coast, encountered a sudden squall, the cables parting she was driven ashore at 7-30 A. M. of the 19th April, and damaged to the extent of R1,750. No loss of cargo. No life lost.

60. **Futteh Hussain.**—A British Indian wooden brig, of Chittagong, 186 tons register; official No. 3 of 1889; age 10 years; bound from Akyab to Kankasanturai, with a cargo of paddy, value not reported, and a crew of 16 men.

This vessel was at anchor in the harbour of Kankasanturai, Ceylon coast, at 7-30 A.M. of the 19th April, when a sudden squall having parted her anchors, she was driven ashore and damaged to the extent of R3,000. No loss of cargo. No life lost.

61. **Sansoni (Yohanpiky).**—A British Indian wooden barque, of Trincomalee, 635 tons register; official No. 69514; age 25 years; bound from Akyab to Kankasanturai, with a cargo of paddy, valued at R5,000, and a crew of 27 men.

Encountered a severe gale of wind from the north-east whilst anchored in the harbour of Kankasanturai, Ceylon coast. Her cables having parted, she was driven ashore at 7-30 A.M. of the 19th April, and damaged to the extent of R6,000. The whole of the cargo was lost. No life lost.

62. **Nagoor Meera Saib.**—A British Indian wooden brig, of Chittagong, 133 tons register; official No. 2 of 1891; age 10 years; bound from Akyab to Kankasanturai, with a cargo of paddy, value not reported, and a crew of 13 men.

Encountered a sudden squall whilst anchored in the harbour of Kankasanturai, Ceylon coast, at 7-30 A.M. of the 19th April. Her cables having parted she was driven ashore and damaged to the extent of R6,000. No loss of cargo. No life lost.

63. **Colombo.**—A British Indian three-masted wooden schooner, of Chittagong, 223 tons register; official No. not reported; age 6 months; bound from Akyab to Kankasanturai, with a cargo of paddy, value not reported, and a crew of 17 men

This vessel was riding at anchor in the harbour of Kankasanturai, Ceylon

coast, when a sudden gale of wind from the north-east parted her cables. She was driven against the rocks and was damaged to the extent of £5,000, and cargo to the value of £1,200 was lost. No life lost.

64. **Naziral Hanan Islamabad.**—A British Indian wooden brig, of Chittagong, 229 tons register; official No. 13 of 1891; age 11 years; bound from Akyab to Kankasanturai, with a cargo of paddy, value not reported, and a crew of 18 men.

This vessel whilst anchored in the harbour of Kankasanturai, Ceylon coast, had her rudder carried away owing to the connecting pins having been worn out, and being driven ashore at 7-30 A. M. of the 19th April, was damaged to the extent of R500. No loss of cargo. No life lost.

65. **Fathel Khair.**—A British Indian ganja, of Bombay, 113 tons register; official No. 4651; age 14 years; unclassed; bound from Mangalore to Bombay, with a cargo of tiles, valued at R1,545, and a crew of 10 men.

This vessel having got under weigh to proceed on her voyage in a light breeze at 7-30 A.M. of the 19th April was driven by a strong current on a sand-spit at the entrance to Mangalore backwater, and had a hole knocked in her bottom. She sprung a leak, and on a portion of the cargo being jettisoned, she floated off again. The value of the damage is estimated at R125. The cargo lost is valued at R844. No life lost.

66. **Suryaban.**—A British Indian vessel, of Rai, 7 tons register; official No. 1906; age 18 years; bound from Bombay to Gorai, with a crew of 3 men; no cargo.

This vessel while entering the port of Gorai was overtaken by strong winds at 8 P.M. of the 24th April, and becoming unmanageable she drifted against a rock known as Vasi near Gorai, a sub-port of Manori, Bombay coast, and sprung a leak. The damage to the vessel is estimated at R50. No life lost.

67. **Naran Pasa.**—A native craft, of Porbander, 49 tons register; official No. 87; age 20 years; bound from Bombay to Porbander, with a cargo of coals, cotton seeds, etc., value not reported, and a crew of 6 men.

Encountered strong winds near Bassein, Bombay coast, during the night of the 24th April which turned the vessel on one side, and on a portion of the cargo being jettisoned, she was righted and was able to proceed on her voyage. The vessel sustained no damage. The cargo lost is valued at R236½. No life lost.

68. **Senator.**—A British steel screw steamer, of Liverpool, 3,049 tons register; official No. 102078; age 2 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Rangoon, in water ballast, and a crew of 60 men.

This vessel was proceeding down the Hooghly river on the morning of the 28th April, under pilotage charge, and when off the King of Oudh's palace, below Garden Reach, a country boat which had fastened itself alongside fouled the steamer's propeller and sank. The crew of the boat were thrown into the river, and one of them was struck by the steamer's propeller and had his right leg cut clean off below the thigh. His head also was injured. He was picked up by a boat near by, brought ashore, and conveyed to the Mayo hospital, where he died shortly after admission. The others of the boat's crew swam to a cargo boat and were picked up. The steamer sustained no damage. No loss of cargo. No life lost.

69. **Alimadat.**—A British Indian vessel, of Bankot, 5 tons register; official

No. 35975; age not known; bound from Bankot to Kelsi, with a cargo of paddy and dhal valued at R340, and a crew of 4 men.

This vessel while passing through the bar of the Kelsi creek, Bombay coast, was forced by a heavy sea on to shallow water, at 2 P.M. af the 30th April, a little below Taribandar, where she capsized and was damaged to the extent of R50. The cargo lost is valued at R324. No life lost.

MAY.

70. **Louise.**—A French iron barque, of Marseilles, 413 tons register; official No. 3035; age 26 years; classed at Bureau Veritas 3-3 L. II; bound from Port Natal to Calcutta, in sand ballast, and a crew of 11 men.

This vessel whilst under pilotage charge had 70 fathoms of chain carried away when coming to anchor at Diamond Harbour, river Hooghly, at 6-55 P.M. of the 1st May; she also broke the collar of the windlass whilst heaving up on the morning of the 2nd instant. The accident is attributed to strong winds and current. No damage to cargo. No life lost.

71. **Suryaban.**—A British Indian vessel, of Bassein, 7 tons register; official No. 3571; age 4 years; classed as a country craft; bound from Bhwindi to Kalyan, with a cargo of rice straw, valued at R25, and a crew of 5 men.

This vessel whilst proceeding up the Kalyan creek, Bombay coast, experienced a stiff breeze and strong ebb tide at 5 P.M. of the 7th May, which drove her against one of the piers of the Tansa water-works bridge, and as she tilted on one side the whole of her cargo was thrown out and lost. The vessel was damaged to the extent of R6. No life lost.

72. **Laxumi.**—A British Indian vessel, of Bassein, 3 tons register; official No. 3678; age 2 years; bound from Bassein to Kalyan, with a cargo of unsalted dried fish, valued at R28, five passengers, and a crew of 3 men.

Capsized in the Thana creek, between Kolset and the Tansa water bridge, Bombay coast, at 4-30 P.M. of the 8th May, owing to rough weather and strong winds. The whole of the cargo was lost, and the vessel damaged to the extent of R3-8-0. No life lost.

73. **Talvi.**—A native craft, of Porbander, 45 tons register; official No. 134; age unknown; bound from Kurrachee to Porbandar, with a cargo of bajri and murg, value not reported, and a crew of 6 men.

Encountered high waves and a rough sea at 8 P.M. of the 9th May, near Dwarka, on her way to Porbandar, Kathiawar coast, and as she took in a large quantity of water, it necessitated a portion of her cargo being jettisoned to lighten her. The vessel otherwise sustained no damage. The value of the cargo jettisoned is estimated at R562-10. No life lost.

74. **Kashiprasad.**—A British Indian padow, of Bulsar, 18 tons register; official No. 2566; age 4 years; bound from Bulsar to Porbandar, with a cargo of rafters and earthen vessels, value not reported, and a crew of 8 men.

Encountered high waves and a rough sea on her way to Porbandar, Kathiawar coast, during the night of the 9th May, and as the vessel was about to sink, a portion of the cargo was jettisoned, value R55. The vessel sustained no damage. No life lost.

75. **Palki.**—A British Indian muchwa, of Bassein, 9 tons register; official No. 3422; age 7 years; bound from Agashi to Bhwindi, with a cargo of paddy valued at R640 and a crew of 6 men.

This vessel encountered a violent gale and a rough sea at 8 A. M. of the 9th May, which drove her against the Pospeera rocks, Bombay coast, and damaged her to the extent of R1,000. Cargo to the value of R480 was lost. No life lost.

76. Cargo boat No. 89.—A British Indian one-masted boat, of False Point, 34 tons register; no official No.; age not known; not classed; was in False Point harbour, with a crew of 9 men, no cargo.

This vessel on beating up False Point harbour against a strong S. W. wind had her yard carried away, while she drifted outside of the harbour before she could be brought up with her anchors. During the night she parted from one anchor, and dragging the other she stranded on the beach at 4 A.M. of the 9th May about 4 miles N. E. of the Baronee Mohan, Orissa coast. Excepting the loss of an anchor, the boat apparently sustained no damage. No life lost.

77. Laxumi.—A British Indian mahigiri, of Panvel, 20 tons register; official No. 2920; age 28 years; bound from Belapur to Bombay with 6,000 bundles of grass valued at R60, and a crew of 7 men.

Encountered strong contrary winds at 8 P. M. of the 9th May whilst proceeding on her voyage, but being unable in consequence to proceed further than Pir Paw in the Trombay creek, Bombay coast, she anchored there, and ultimately struck on a rock and had a hole knocked in her bottom. The value of the damage to the vessel is estimated at R250. The whole of the cargo was lost. No life lost.

78. Lord Brassey.—A British steel four-masted barque, of Liverpool, 2,619 tons register; official No. 99345; age 2 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Dunkirk with a cargo of linseed and poppy seed, value not reported, and a crew of 34 men.

Lost one of her bower anchors owing to breakage of cable in letting go anchor at Diamond Harbour, Hooghly river, whilst proceeding down under pilotage charge on the 11th May. The value of the anchor is estimated at £60. No damage to cargo. No life lost.

79. Ramprasad.—A British Indian padow, of Surat, 54 tons register; official No. 3291; age 55 years; bound from Daman to Surat, with a cargo of coir, iron, and coals valued at R3,000, and a crew of 11 men.

Encountered strong heavy winds at 5 P.M. of the 11th May, and being driven on to a sand-bank, near Adi, off the mouth of the Tapti river, gulf of Cambay, she was damaged to the extent of R1,000. Cargo worth R2,000 was lost and about R200 worth damaged. No life lost.

80. Ellora.—A British iron screw steamer, of Glasgow, 1,471 tons register; official No. 80437; age 15 years, bound from Calcutta to Bombay, with a general cargo, value not reported.

Collided with a dinghy and capsized it, off McNeil's yard, Garden Reach, river Hooghly, as she was proceeding down under pilotage charge at 1 P.M. of the 11th May. The dinghy had eight native passengers and one chinaman on board who were thrown into the water, but were rescued by a bholio belonging to the Bengal Cotton Mills Co., which also towed the dinghy ashore. No damage to cargo. No life lost. The occurrence was accidental.

81. Kasiprasad.—A British Indian padow, of Bulsar, 16 tons register; official No. 2253; age 8 years; bound from Bombay to Kavi, with a cargo of rice, sugar, iron, etc., valued at R1,881, and a crew of 8 men.

At 10 P.M. of the 11th May, when about 10 miles off the Tapti light-house, gulf of Cambay, the vessel encountered stormy weather, and had her mast and

sail yard broken, and one of her sails torn; value estimated at R50. A part of the cargo was jettisoned to ensure the safety of the vessel, value R917; and a portion also was damaged, value R165. No life lost.

82. **Dolutpasa.**—A British Indian ganja, of Cutch, 88 tons register; official No. 5; age 5 years; unclassed; bound from Bombay to Mangalore, with a cargo of salt, valued at R6,264, and a crew of 8 men.

This vessel whilst anchored outside Mangalore harbour parted from her anchor. The Tindal then ran in for a Pilot, but before he could board the vessel she grounded on a formation of sand close to the entrance of the back-water, at 5-30 P. M. of the 16th May, and was damaged to the extent of R175. Cargo to the amount of R1,295 was lost. No life lost.

83. **Glenbervie.**—A British iron barque, of Glasgow, 800 tons register; official No. 53419; age 28 years; classed at Lloyd's A. I.; bound from Cardiff to Rangoon, in ballast, and a crew of 17 men.

This vessel was moored off Danidaw, on the Rangoon river, at 5 P.M. of the 21st May, but had not her jibboom rigged in, when the *Seiriol Wyn* came up about that time in charge of an Assistant Harbour Master. A heavy squall from the W. N. W. having caused the *Seiriol Wyn* to take a broad sheer to port, she fouled the *Glenbervie's* jibboom and carried it away. The value of the damage is estimated at £20. The *Seiriol Wyn* sustained no damage. No loss of cargo. No life lost.

84. **Seiriol Wyn.**—A British steel barque, of Glasgow, 1,065 tons register; official No. 76740; age 17 years; classed at Lloyd's 100 A. I.; bound from Algoa bay to Rangoon, in ballast, and a crew of 18 men.

(*For details of a collision between this vessel and the "Glenbervie," see Casualty No. 83.*)

85. **Argus.**—A British steel barque, of Melbourne, 1,822 tons register; official No. 95956; age 6 years; bound from Calcutta to Sydney, with a general cargo, value not reported, two passengers, and a crew of 67 men.

Fouled the Lower College sand buoy at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge at 10-35 A.M. on the 26th May. The vessel apparently sustained no damage, and continued her voyage without interruption. No damage to the buoy. No loss of cargo. No life lost.

JUNE.

86. **Dhanprasad.**—A British Indian padow, of Bulsar, 15 tons register; official No. 1648; age 12 years; classed as a country craft; bound from Bulsar to Tankari, with a cargo of rice, castor-oil, sweet-oil, jagri, and patraoli, of the aggregate value of R1,423-11, and a crew of 7 men.

This vessel when between Bhagwa and Hajira gulf of Cambay encountered high winds and a strong tide at about 1 A. M. of the 3rd June, and had one boat carried away, one sail yard broken, one sail torn, and bamboo fencing loosened; value estimated at R30; cargo worth R147-8 was lost. No life lost.

87. **Lancing.**—A Norwegian iron four-masted ship, of Sandefjord, 2,600 tons register; official No. not reported; age 28 years; classed at Lloyd's 100 A.I.; bound from Calcutta to New York, with a general cargo, value not reported, and a crew of 30 men.

Collided with the Calcutta Port Commissioners' anchor vessel *Vulcan* at 7-30 A.M. of the 6th June whilst turning at Diamond Harbour on her way down the Hooghly river, under pilotage charge, and in tow of the steam tug *Retriever*.

The *Vulcan* had a hole knocked in on her starboard bow, and sustained other damage to the total extent of about R300. No loss of cargo. No life lost. The accident was due to an error of the Pilot.

88. **Kheriar.**—A native craft, of Veraval; registered tonnage and official No. not reported; age 8 years; was plying for fishing purposes in the Veraval harbour, with a crew of 8 men; no cargo.

Encountered high waves on the morning of the 6th June near Bhath, in the Veraval harbour, Kathiawar coast, and being filled with water, she was considerably disabled. The value of the damage is estimated at R130. No life lost.

89. **Mameluke.**—A British iron screw steamer, of Liverpool, 1,702 tons register; official No. 86221; age 12 years; classed at Lloyd's 100 A. I.; bound from Colombo to Bassein, with a cargo of rice, valued at R2,01,576; number of crew not reported.

Grounded in the Bassein harbour opposite Padouk, Burma coast, whilst turning round to anchor at 10 A.M. of the 7th June. She remained aground for about five minutes, and then backed off and anchored, apparently not having sustained any damage. No damage to cargo. No life lost. The accident is attributed to an extension of the shoal.

90. **Mahadevprasad.**—A British Indian kotia, of Dwarka, 55 tons register; official No. not reported; age 12 years; bound from Karwar to Bombay with a cargo of tiles, valued at R700, and a crew of 7 men.

Encountered high winds at 2 P. M. of the 8th June and being driven ashore in the Colomb creek, port of Malwan, she was damaged to the extent of R300. Cargo of the value of R376 was lost. No life lost.

91. **Perianayaghee.**—A British Indian wooden brig, of Negapatam, 153 tons register; official No. 8 of 1891; age 19 years; bound from Pamban to Colombo, with a cargo of rice, planks, and Palmyra fibres, value not reported, and a crew of 12 men.

Grounded between Natcheemundel and Periapatam, gulf of Manar, at 6-30 P. M. of the 9th June, the vessel in attempting to proceed after dark, met with the accident and was damaged to the extent of R500. Cargo to the value of R300 was lost. No life lost.

92. **Mahanadi.**—A British steel screw steamer, of Glasgow, 547 tons register; official No. 99841; age 2 years; classed at Lloyd's 100 A.I.; bound from Bombay to Marmagoa *vid* Coast ports, description of cargo not known, about 500 passengers, and a crew of 47 men.

This vessel left the Prince's dock, Bombay, at 3 A.M. of the 10th June for Marmagoa. At 11 A.M. of the same day Jaygad was sighted, and at 12-30 P.M. the Master who was then on the bridge heard the noise of escaping steam coming from the stoke-hole grating. The engines were stopped and the vessel anchored in 10 fathoms. The Master having gone down to the stoke-hole saw 2 firemen and 1 coal-trimmer lying dead and gave instructions to have the bodies removed on deck. He afterwards received information that 2 other firemen had been scalded. He treated them with castor oil. The dead bodies of the three men who had died were buried at sea. The other two men, who were scalded, were removed to the hospital at Ratnagiri (Miriya), where they died shortly after.

A Court of Enquiry held to investigate the circumstances came to the conclusion upon the evidence brought before them, that at the time of the accident the smoke-box door was open, and that the tube was leaking seriously at the after end; and that the immediate cause of the escape of steam and water

was a blow which the tube received either accidentally or from some person tampering with it. This blow must have been sufficient, assisted by the high pressure in the boiler and the leak at either end of the tube to disengage the tube from the after tube plate and thereby to permit the escape of steam and water through the aperture in the after tube plate into the combustion chamber and thence into both forward and after stoke-holes, and also through the tube itself into the forward stoke-hole. They considered that the blow which caused the accident must have been delivered by one of the men who perished in the forward stoke-hole. They were of opinion that no blame whatever attaches to the Owners in respect of this accident, as the engines and boilers which were surveyed in 1893 were reported to be in splendid condition. With regard to the conduct of the officers they considered that the Captain, in remaining on the bridge at his post until the engines were stopped, in making his way to the scene of the accident as soon as he was able to do so, and in ordering the boats to be made ready in case of emergency, had acted strictly in accordance with his duty, and that no blame whatever attaches to him for his conduct. In ordering the fires to be drawn, the Chief Engineer seems at once to have adopted the only course open to him and to have acted as the circumstances required him to do. In not reporting the leak to the Chief Engineer as soon as he noticed it, the Second Engineer was in fault. It would have been well had the Second or Third Engineer remained in the stoke-hole to have seen the Chief Engineer's order properly executed. The Court, however, did not consider that the conduct of these officers in any way contributed to the casualty or demanded any dealing with their certificates. With regard to their conduct after the accident had happened, the Court considered that all the Engineer Officers were deserving of grave censure. They seem to have done absolutely nothing to ascertain what was the cause of the accident, and whether they could render any assistance to the unfortunate men in the forward stoke-hole, until they had ascertained that there was no danger or inconvenience to themselves in going there. In conclusion, the Court recorded their opinion that the evidence which has been given by all the witnesses from the S. S. *Mahanadi* was extremely unsatisfactory, and their conviction that those witnesses had purposely laid before the Court an incomplete or untrue account of what they knew to have taken place. It would probably tend to put a stop to similar unsatisfactory evidence on future occasions, if these vessels had to keep an engine room log which they do not keep at present.

No damage to cargo. Five lives lost.

93. Chandraban.—A British Indian vessel, of Thana, 9 tons register; official No. 7178; age 17 years; classed as a country craft, bound from Khardi, to Bombay, with a cargo of firewood, valued at ₹35, and a crew of 6 men.

Stranded in the Thana creek between the Railway bridge and Chindni bander, Bombay coast, at 8 A.M. of the 10th June, owing to a violent gale and a strong ebb-tide which drove her against the rocks, and damaged her to the extent of ₹30, the fore part of the keel being broken. No damage to cargo. No life lost.

94. Sakhri Salamati.—A British Indian vessel, of Bombay, 13 tons register; official No. 803; age 50 years; classed as a country sailing craft; bound from Bombay to Mora, with a cargo of mowra flowers valued at ₹1,095, and a crew of 6 men.

This vessel was at Mora, opposite No. 9 Distillery, Bombay harbour, a

9 P.M. of the 12th June, when the tide setting in caused the vessel to heel over on one side, and through the violence of the winds she sprung a leak and was damaged to the extent of ₹6. Cargo to the value of ₹500 was damaged. No life lost.

95. Amanath Shah.—A British Indian wooden schooner, of Chittagong, 92 tons register; official number not given; age 1 year; bound from Akyab to Chittagong, with a cargo of paddy, value ₹4,604, iron wood beams, valued at ₹36, iron wood boralies, valued at ₹30, 20 iron wood planks, valued at ₹4 and a buffaloe valued at ₹25.

This vessel whilst anchored off the bar at 5-30 A. M. of the 13th June, encountered a heavy squall, which drifted her on to the western side of the Patunga shoal, Chittagong coast, where her rudder broke, her port anchor and chain parted, and her jolly boat broke to pieces, value estimated at ₹400. After discharging a portion of her cargo, she floated off and was towed up to her anchorage by the S.S. *Gikko*. A part of the cargo was lost, and a portion damaged; value not reported. No life lost.

96. Vasna.—A British steel screw steamer, of Glasgow, 482 tons register; official No. 97633; age 4 years; classed at Lloyd's 100 A.I.; bound from Bombay to Tuticorin, with a general cargo, value not reported, and a crew of 47 men.

Broke two blades of the propeller when 3 miles south-west of the Bombay Outer light ship at 9-35 A. M. of the 14th June. The accident is attributed to the vessel plunging violently in a heavy south-west monsoon sea, when probably she struck against some floating wreckage. The vessel returned to Bombay for repairs. No damage to cargo. No life lost.

97. Ramprasad.—A British Indian batel, of Broach, 52 tons register; official No. 1801; age 35 years; classed as a country craft; bound from Karwar to Broach, with a cargo of cocoanuts valued at ₹960, and bamboo blinds valued at ₹120; and a crew of 11 men.

Stranded on the Tindaoli shore, port of Malwan, Bombay coast, at noon of the 14th June. The force of high winds having driven the vessel ashore she was damaged to the extent of ₹100. Cargo to the value of ₹212 was lost. No life lost.

98. Buckhurst.—A British iron ship, of London, 1,877 tons register; official No. 82819; age 14 years; classed at Lloyd's 100 A. I.; bound from Calcutta to the United Kingdom with a general cargo.

Sprung a leak at 2-30 P.M. of the 16th June, when a heavy southerly swell was on. The vessel put back to Saugor, where after stopping the leakage she proceeded on her voyage. No damage to cargo. No life lost.

99. Hoseinee.—A British steel screw steamer, of Bombay, 994 tons register; official No. 97948; age 4 years; classed at Lloyd's 100 A.I.; bound from Bombay to Aden, Massowah, Suakin, and Jeddah, with a general cargo, value not reported, 132 passengers, and a crew of 63 men.

This vessel when in Lat. 16° N. and Long. 59° 14′ E. Arabian sea, had her go-ahead eccentric strap of intermediate cylinder accidentally broken. She put in at Aden about the 19th June for the necessary repairs. Value of damage not reported. No loss of cargo. No life lost.

JULY.

100. Kangasabapathy.—A British Indian dhony, of Cuddalore 100 tons register; official No. 1 of 1892; age 21 years; bound from Kulasagaram-

patam to Cuddalore, with a cargo of jaggery, value not reported, and a crew of 12 men.

Stranded between Manally and Pulli islands, gulf of Manar, at midnight of the 4th July, owing to the Tindal having come too close to the land during the night. The vessel struck against the rocks, lost her rudder, and had several copper sheets torn off from her bottom and her cutwater broken. The damage to the vessel is estimated at R100. The value of the damage to the cargo is not known. No life lost.

101. Linlithgow.—A British fore and aft screw steamer, of Glasgow, 2,041 tons register; official No. 102698; built in 1894; classed at Lloyd's 100 A.I.; was on her first voyage, from Barrow-in-Furness to Cocanada, with a general cargo and railway material, value not reported, 2 passengers, and a crew of 30 men.

Grounded below Sacramento shoal at 7-10 P.M. of the 20th July, owing to the Master mistaking other beacons and breakers for Sacramento shoal and beacon. She remained aground for about four hours, and got off without assistance. Her rudder post was bent and broken, and the two after lengths of plating on each side above the keel ripped and bent, and the after peak full of water. She put into Calcutta and was docked at the Kidderpore docks for the necessary repairs. Value of damage not reported. No loss of cargo. No life lost.

102. Moombai Salamati.—A British Indian vessel, of Bulsar, 18 tons register; official No. 2689; age 2 years; bound from Bilimora to Gogo, with a cargo of rice, methi seeds, and castor-oil, of the aggregate value of R1,414, and a crew of 7 men.

This vessel when at a distance of about 11 miles to the west of the mouth of the Bilimora creek, Bombay coast, encountered a violent gale of wind at 8 P.M. of the 19th July, and had three sail cloths torn and the wooden mast split at the bottom. The value of the damage is estimated at R110. The cargo lost is valued at R358. No life lost.

103. Barcraig.—A British steel ship, of Glasgow, 2,061 tons register; official No. 97636; age 4 years; classed at Lloyd's 100 A. I.; bound from Liverpool to Calcutta, with a cargo of salt, value not known.

This vessel whilst anchored off the Eastern Channel lightship at 9 P.M. of the 21st July, under pilotage charge, encountered a W.-N.-W. gale, during which she parted her anchor and chain, and lost her windlass. No damage to cargo. No life lost.

104. Myra.—A British Indian wooden schooner, of Chittagong, 183 tons register; official No. 9; age 9 years and 8 months; bound from Chittagong to Chandpore, with a cargo of Railway sleepers valued at R9,000, one passenger, and a crew of 12 men.

Encountered a gale off Bodo chur, Chittagong coast, on the 22nd and 23rd July, which carried off her sails; she also had her bulwark and rudder broken, the hull strained and leaking badly, copper metalling destroyed, and almost everything on deck washed overboard; besides losing 2 anchors and 45 fathoms of chain, and having a jolly boat broken to pieces. The value of the damage is estimated at R4,500. No loss of cargo. No life lost.

105. Falls of Ettrick.—A British steel four-masted barque, of Glasgow, 2,135 tons register; official No. 102666; age about one year; classed at Lloyd's 100 A. I.; bound from Liverpool to Calcutta, with a cargo of salt, value not reported, and a crew of 32 men.

This vessel came up the Bay of Bengal at 7 A.M. of the 21st July, and

took up a Pilot at the Sandheads. The wind was then westerly. She tacked about until 3 P.M. and about 10 P.M. she came to an anchor about 2 miles N. ¾ E. of the Eastern Channel lightship. On the 22nd the wind was squally with rain and the weather continued increasing. About 1-30 A.M. of the 25th, the weather moderated, but the vessel rolled heavily and the mizzen topmast fell over the side taking one of the main topsail yards away with it. At daylight the main gallant yard was carried away and the jigger topgallant mast had gone and all the stays. She also lost 2 anchors and 165 fathoms of chain and numerous sails and boats. At 9 A.M. of that day a steamer hove in sight, and signals for "*immediate assistance*" were hoisted; but the steamer passed without taking any notice of the signals. At 10-30 A.M. the *Chusan* hove in sight and after various signals had passed between these two vessels, the *Chusan* sent her boat and brought away the Master and crew of the *Falls of Ettrick*. She was abandoned at 9-30 P.M. on the 25th July. At 8 A.M. of the 26th arrangements were made with the steam tug *Warren Hastings*, and accordingly, the Master, the Pilot, and 18 out of the 32 men composing the crew of the *Falls of Ettrick* returned to pick up that vessel. At 2-15 P.M. they found the *Falls of Ettrick* in charge of the Master of the *Resolute*. The Master of the *Falls of Ettrick* then took charge of his ship and the *Warren Hastings* towed her up to Calcutta where she arrived at noon of the 28th July.

A Court of Inquiry held to investigate the circumstances connected with this casualty were of opinion, on the evidence adduced, that the Pilot of the *Falls of Ettrick* was much to blame in not taking out that vessel to sea either on the 23rd July when he could have done so by hauling up her anchors up to 5 P.M. and after 5 P.M. by slipping her cables, or on the 24th July up to 10 or 11 A.M. by the latter method. As regards the Master of that vessel they considered that he was justified in not remaining on board after the crew had insisted in abandoning the ship, and that his certificate should be returned to him. They further considered that the conduct of the 1st Officer was most reprehensible in that he made little or no endeavour to persuade the crew to return to their duty previous to the abandonment.

The value of damage to the ship and cargo is not reported. No life lost.

106. **Neelayathatchy.**—A British Indian wooden brig, of Negapatam, 126 tons register; no official No.; age 18 years; bound from Negapatam to Masulipatam, in ballast, and a crew of 12 men.

Stranded near False Point Divi, Madras coast, at 5 A.M. of the 29th July, owing to the lead not having been kept going, of which the vessel appears not to have been supplied with a sufficient number. She, however, sustained no damage. No life lost.

107. **Britannia.**—A British steel screw steamer, of Greenock, 2,949 tons register; official No. 93196; age 7 years; bound from Sydney to London; nature of cargo not reported; crew 247 men.

Collided with two cargo boats in Colombo harbour, at mid-night of the 31st July, one of them reported to be empty was crushed, whilst the other which had a full cargo of tea appears to have sustained no damage. The steamer sustained no damage. No loss of cargo. No life lost.

AUGUST.

108. **Rhotas.**—The Bengal Government State Yacht, 90 tons register;

no official No.; age 39 years; was employed for the purposes of the State; crew 10 men.

This vessel was proceeding down the Junglia creek, near Damooda, in tow of the Eastern Bengal State Railway steamer *Prince Alfred*, on the 1st August, and when passing a sharp bend in the river, the starboard quarter of the *Rhotas* came in contact with the bank which clutched the way of the *Rhotas*, and the steamer forging ahead carried away a large portion of the verandah of the *Rhotas*, bent some of the iron supports of the verandah, dented in some of the plates in the vicinity of the verandah, and damaged about 20 feet of the covering board with the plank next to it in the upper deck. The stock also of the stern anchor, which was let go at the time of the collision, was lost. The value of the damage is estimated at ₹1,000. No life lost.

109. **Malda.**—A British iron screw steamer, of Glasgow, 1,250 tons register; official No. 68092; age 20 years; classed at Lloyd's 100 A. I.; bound from Rangoon to Calcutta, with a general cargo, value not reported, and a crew of 78 men.

This vessel when 26 miles N. 50 E. off Krishna light vessel, Lat 15° 52½′ N., Long. 95° 56′ E., gulf of Martaban, Burma coast, was discovered to be on fire. It originated in the main hold at 10-20 A M. of the 4th August, and she put back to Rangoon at once, where with the aid of the Port Trust steamer *Firefly*, it was extinguished. The origin of the fire is unknown. The value of the damage done to the ship and cargo is not reported. No life lost.

110. **Capella.**—A British steel screw steamer, of Liverpool, 2,036 tons register; official No. 97741; age 4 years; classed at Lloyd's 100 A. I.; bound from Liverpool to Calcutta, with a general cargo, value not known.

Collided with the Lower Saugor Flat buoy, Hooghly river, whilst proceeding up under pilotage charge at 11 P. M. of the 6th August. The accident was due to an error of the Pilot. No damage to cargo. No life lost.

111. **Catherine Apcar.**—A British screw steamer, of Calcutta, 1,734 tons register; official No. 98338; age 2 years; classed at Lloyd's 100 A. I., bound from Calcutta to the Straits and Hongkong, with a general cargo and opium, value not reported, and a crew of 76 men.

Grounded in the Jellingham channel, river Hooghly, at 6-13 P. M. of the 8th August, owing to the sudden alteration of the depth of the channel. No damage to vessel or cargo. No life lost.

112. **Ramban.**—A British Indian muchwa, of Thull, 7 tons register; official No. 1134; classed as a country craft; bound from Thull to Bombay, with a cargo of fresh (unsalted) fish, valued at ₹100, 88 fishing nets, valued at ₹300, and a crew of 20 men.

The muchwa was under sail at sea, off the Khanderi island at 11 A. M. of the 11th August, when suddenly strong winds set in and upset her. The vessel was recovered, but her appurtenances of the value of ₹49 were lost. The whole of her cargo was also lost. No life lost.

113. **Sree Ranganaikloo.**—A British Indian wooden schooner, of Cocanada, 57 tons register; official No. 1 of 1891; age 3½ years; bound from Madras to Pamban and Kulasegarapatam, with a cargo of paddy in bags, value not reported, and a crew of 8 men.

Stranded on the south-west of the port, in Kottaguddy channel, gulf of Manar, at 6-30 P.M. of the 22nd August, through an error of the Pilot, in not anchoring her before it became too dark. She was damaged to the extent of ₹1,000. The cargo lost is estimated at ₹500. No life lost.

114. **Goalpara.**—A British steel screw steamer, of Glasgow, 1,355 tons register; official No. 87,675; age 11 years; class not reported; bound from Madras to Rangoon, with a general cargo, value not reported, 662 passengers, and a crew of 76 men.

Grounded on the roadstead of Gopalpur, Madras coast, at 7 P. M. of the 26th August, owing to the telegraph not working properly when she was approaching her anchorage at sunset. The vessel's forefoot only having touched the ground, she sustained no damage. No loss of cargo. No life lost.

SEPTEMBER.

115. **Umzinto.**—A British screw steamer, of London, 1,160 tons register; official No. 91980; age 8 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Port Natal, with a general cago, rice, and gunnies. Number of crew not reported.

Grounded on the bank at Akra, whilst rounding Mooneekhally point, on her way down the Hooghly river under pilotage charge, at 11 A. M. of the 1st September. She took a heavy sheer on the tide coming in, but never stopped moving; and as she sustained no damage, she proceeded on her voyage. The occurrence was accidental. No damage to cargo. No life lost.

116. **Sheila.**—A British square rigged three-masted iron barque, of Liverpool, 1,156 tons register; official No. 76413; age 17 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Demerara, with a cargo of rice, gunnies, and dhall, valued at £7,128; five hundred and five adult emigrants, and a crew of 34 men.

This vessel whilst proceeding down the river on the 12th September under pilotage charge, and in tow of the steamer *Warren Hastings* was driven by the force of the tide upon the tug, near Jarmaker's Reach, Hooghly river. Immediately after this collision, she grounded on a sand bank in the locality and remained aground until the flood-tide floated her off. The *Sheila* apparently sustained no damage, as she proceeded to sea the next day. The *Warren Hastings* was slightly damaged. No loss of cargo. No life lost.

117. **Suriyaprasad.**—A British Indian padow, of Surat, 30 tons register; official No. 4027; age 15 years; classed as a country craft; bound from Broach to Bombay, with a cargo of castor seeds, etc., valued at R2,900, and a crew of 7 men.

Stranded on a rock at the entrance of the Kim creek, Bombay coast, at 6 A. M. of the 16th September and sprang a leak, owing to heavy winds and a rough sea. She was damaged to the extent of R100, and cargo to the value of R400 was lost. No life lost.

118. **Futteh Kher.**—A British Indian buggalow, of Cochin, 88 tons register; no official No. and not classed; age 4 years; bound from Cochin to Bombay, with a cargo of pepper, cardamums, coir, poonac, and sundries, of the aggregate value of R9,700, four passengers, and a crew of 14 men.

This vessel left the inner harbour of Cochin at 6 A. M. of the 16th September; and on nearing the river bar, the setting in of the tide at 8-30 A.M. carried her to the northern sands over which the sea was breaking. The anchor was dropped too late to save the ship, and in swinging to the cable she bumped and immediately rolled over. The mast fell out tearing open the decks. A portion of the cargo worth R7,000 was lost, while some were damaged. The damage to the vessel is estimated at R4,000. No life lost.

119. **Borendra.**—A British inland steel flat, of Calcutta, 1,300 tons register; official No. not given; age 4 years; was at Naraingunge, loading a cargo of jute and tea; crew, 21 men.

This vessel whilst lying at the River Steam Navigation Company's Jetty at Naraingunge, caught fire on the morning of the 17th September. She was loading, and there was on board at the time about 8,000 chests of tea and about 20,000 maunds of jute. On an alarm of fire being raised, the flat was cast off from the jetty, but it was soon apparent that there was no chance of saving the cargo, although the Company's fire engine was early on the scene followed by that of Messrs. Ralli Brothers. The value of damage to the vessel and cargo is not known. No life lost.

120. **Khedive.**—A British three-masted iron screw steamer, of Greenock, 2,132 tons register; official No. 65565; age 23 years; bound from Colombo to Calcutta *viâ* coast ports, with a general cargo, pig iron, and chalk, value not reported, 22 passengers, and a crew of 150 men.

Lost her port bower anchor and 120 fathoms of chain near the Lower Saugor light vessel, Hooghly river, as she was proceeding up under pilotage charge at 6·35 P. M. of the 17th September. The chain parted whilst rounding to; the compressor not being able to bring it up. The vessel sustained no damage. No loss of cargo. No life lost.

121. **Lakhmi Pasha.**—A native craft, of Junagadh, 40 tons register; official No. not reported; age 2 years; bound from Cochin to Calicut, with a general cargo, value not reported, and a crew of 5 men.

This vessel sailed at daylight from her loading berth at the Custom House, Cochin river, Malabar coast, with a light wind and strong ebb-tide which shortly carried the vessel out of her mid-channel course and drifted her towards the south beach, where she grounded at 7 A.M. of the 19th September. She was hauled off by the staff and boat of the Port Department without sustaining any material damage. No loss of cargo. No life lost.

122. **Laxumi.**—A British Indian muchwa, of Bombay, 9 tons register; official No. 2692; age 4 years; classed as a country craft; bound from Joo to Warli, with a cargo of earth valued at R8-8, and a crew of 9 men.

Stranded on a rock off Danda, Bombay coast, at 4 P.M. of the 21st September; the Tindal being unacquainted with the locality, or the existence of the rock, ran the vessel on it. She sprang a leak and was damaged to the extent of R400. The whole of the cargo was lost. No life lost.

123. **Ruparel.**—A Portuguese Indian vessel, of Daman, 10 tons register; official No. 165; age 30 years; classed as a country craft; bound from Kalai to Maroli, with a crew of 6 men, no cargo.

This vessel was suddenly caught by a contrary gust of wind, at 1 P.M. of the 21st September when about 4 miles from Kalai bandar, Bombay coast; and as there was nobody to attend to the sails, the crew being engaged at their meals, she capsized, and was damaged to the extent of R10. No life lost.

124. **Mahommadi** *alias* **Prydain.**—A British screw steamer, of London, 1,252 tons register; official No. 89568; age 10 years; classed at Lloyd's 100 A.I.; bound from Suez to Bombay *viâ* Jeddah, with a general cargo and coals, value not reported, and a crew of 32 men.

Grounded on the 27th September whilst entering the inner harbour of Jeddah, Red sea, owing to the Pilot in charge having kept too close to the reef before letting go the port anchor. She was aground for 23 hours and

floated off again after discharging about 40 tons of her cargo of coals. She was dry docked and found to have sustained no damage. No life lost.

125. **Nawab.**—A British screw steamer, of Liverpool, 2,041 tons register; official No. 96383; age 5 years; classed at Lloyd's 100 A.1.; bound from Calcutta to Bombay *vid* coast ports, with a general cargo, value not reported, and a crew of 72 men.

Lost an anchor (Trotman's patent) and 65 fathoms of chain, on the Kulpee roads, Hooghly river, as she was proceeding down under pilotage charge at 4·45 A.M. of the 29th September. The casualty is attributed to the vessel having taken a broad sheer and bringing her chain across her stem. No damage to cargo. No life lost.

126. **Fulwood.**—A British iron ship, of Liverpool, 2,118 tons register; official No. 91270; age 9 years; classed at Lloyd's 100 A. I., bound from Liverpool to Calcutta, with a cargo of Cheshire salt, value unknown, and a crew of 28 men.

Lost 2 anchors and 75 fathoms of chain on the Saugor roads, Hooghly river, at 6-30 A.M. of the 30th September, owing to stress of weather and heavy seas which damaged the windlass, value not reported. No loss of cargo. No life lost.

127. **Scottish Lochs.**—A British iron ship, of Liverpool, 2,466 tons register; official No. 93,801; age 6 years; classed at Lloyd's 100 A. I.; bound from Hamburg to Calcutta, with a cargo of salt, value unknown, and a crew of 30 men.

Touched on Diamond sand, Hooghly river, with her starboard bilge, as she was proceeding up under pilotage charge at 5 A.M., of the 30th September, owing to the vessel having broken her sheer and started her anchor in a strong eddy-tide. She apparently sustained no damage. No loss of cargo. No life lost.

OCTOBER.

128. **Nahani Palaki.**—A native craft, of Porbander, 85 tons register; official No. 72; age not given; classed as a ganja; bound from Calicut to Porbander, with a cargo of wooden beams, split bamboos, cocoanuts, and planks, value, R2,400 and a crew of 9 men.

Encountered a gale of wind at 2 P. M. of the 3rd October, at Kundapur, on her way from Calicut to Porbander; the sails being torn away, she capsized, and her cargo was thrown out. No life lost.

129. **Palki.**—A British Indian muchwa, of Bassein, 9 tons register; official No. 3087; age 15 years; classed as a country craft; bound from Agashi to Bassein, with a crew of 7 men, no cargo.

This vessel was out in the Arabian sea, at 7 A.M., of the 3rd October, and having returned without the crew, it is believed that the whole of them have perished, but the exact spot, and under what circumstances, it is not reported. Seven lives lost.

130. **Hera.**—A German iron four-masted barque, 2,006 tons register; official No. 1647; age 8 years; classed at the Bureau Veritas 3·1 L, bound from Singapore *vid* Chittagong to Dundee, with a cargo of jute, value not reported, and a crew of 26 men.

This vessel was moored at No. 2 buoy, Chittagong harbour, at 10 A.M. of the 4th October, when taking a heavy sheer during the setting in of the tide, the

chain which fastened her to the buoy broke, the anchor being promptly let go brought the vessel up, and she was towed out to sea by the Port Tug steamer, without apparently sustaining any damage. No loss of cargo. No life lost.

131. **Ramprasad.**—A British Indian padow, of Surat, 25 tons register; official No. 4038; age 36 years; classed as a country craft; bound from Surat to Bombay, with a cargo of gram, dhal, etc., valued at R2,575, and a crew of 8 men.

This vessel was proceeding on her voyage to Bombay, and at 6 P.M. of the 5th October having encountered heavy weather she struck on a sand bank when about 4 miles from the Dante shore and sprung a leak. She was damaged to the extent of R300, and cargo to the value of R950 was lost. No life lost.

132. **Lakhamiprasad.**—A native craft, of Porbander, 32 tons register; official No. 114; age 4 years; bound from Bombay to Porbander, with a cargo of wood, glass, betel-nuts, planks, etc., valued at R1,013-4-8, and a crew of 5 men.

Encountered rough weather at 9 P.M. of the 14th October, near Surat, Bombay coast, on her way to Porbander; and as the vessel bent on one side, a portion of the cargo had to be jettisoned to right her; and as she sustained no damage, she continued her voyage. The value of the cargo jettisoned is estimated at R132-1-6. No life lost.

133. **Scharlachberger.**—A German steel screw steamer, of Bremen, 2,143 tons register; official No. not reported; age 4 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Hamburg, with a cargo of jute, etc., value not reported.

Collided with the 2nd mooring buoy, as she was in the act of turning at Garden House Point, river Hooghly, on her way down under pilotage charge at 8-15 A.M. of the 14th October. The steamer struck the buoy on her starboard bow and broke the ring, but the vessel sustained no damage. The accident is attributed to an eddy-tide. No damage to cargo. No life lost.

134. **Palki.**—A British Indian mahigiri, 21 tons register; official No. 5038; age 30 years; classed as a country craft; bound from Trombay to Bombay, with a cargo of salt, valued at R1,500, and a crew of 8 men.

Encountered strong winds and high seas in the Thana creek, Bombay coast, at 7-30 P.M. of the 15th October, when in close proximity of the Trombay barge. She shipped a large quantity of water, and though the vessel sustained no damage; her appurtenances to the value of R10 and cargo worth R1,500 was lost. No life lost.

135. **Falls of Inversnaid.**—A British steel screw steamer, of Glasgow, 1,710 tons register; official No. 96002; age 6 years; classed at Lloyd's 100 A.I.; bound from Calcutta to Moulmein, in water ballast, and a crew of 26 men.

Grounded slightly on the bank at Nynan, river Hooghly, as she was proceeding down under pilotage charge on the 16th October. No damage to vessel. No loss of life. The accident was due to an eddy which prevented her from answering her helm.

136. **Alberta.**—A British steel screw steamer, of Liverpool, 3,161 tons register; official No. 99439; age 2 years; classed at Lloyd's 100 A.I.; bound from Bombay to Calcutta, in ballast, and a crew of 35 men.

Broke the tail end of the propeller shaft whilst proceeding down the Bombay coast, at 3 P.M. of the 18th October. She anchored in Lat. 12° 45′ N., Long. 74° 41′ E, and 6 days afterwards was towed to Bombay for repairs by the S.S. *Khandalla*. No life lost.

137. **Megna.**—A British steel screw steamer, of Glasgow, 754 tons

register; official No. 49349; age 5 years; bound from Calcutta to Colombo, with a cargo of rice, value not reported, and a crew of 54 men.

This vessel when proceeding down the Hooghly river, took a heavy run to port when entering No. 2 Nynan flat at 10-35 A.M., of the 19th October. She was ashore for a few minutes, and bilged slightly, but sustained no apparent damage. No loss of cargo. No life lost. The accident is attributed to strong eddies, which jammed her rudder.

138. **Euplectela**.—A British steel screw three-masted steamer, of London, 2,507 tons register; official No. 102844; built in 1894; classed at Lloyd's 100 A. 1.; bound from Batoum to Calcutta, with a cargo of petroleum, value not reported, and a crew of 49 men.

Lost the flukes of her port anchor near the Gaspar light ship, Sandheads, when proceeding up under pilotage charge, on the 22nd October. No damage to cargo. No life lost.

139. **Ratnagiri.**—A British Indian vessel, of Bulsar, 31 tons register; official No. 599; age 15 years; classed as a country craft; bound from Umarsadi to Bombay, with a cargo of babul firewood, valued at ₹246, and a crew of 7 men

This vessel encountered heavy winds, accompanied with rain, at 9 P.M. of the 22nd October, when about 8 miles to the west of the Tarapur creek, Bombay coast, and was upset. The damage to the vessel and the loss of her steering gear and appurtenances is estimated at ₹400. The whole of the cargo was lost. No life lost.

140. **Naglani.**—A native craft, of Mandvi, 97 tons register; official No. 1885; age 9 years; classed as a batel; bound from Calicut to Porbander, with a cargo of Malabar junglewood, mango planks, beams, bamboos, etc., valued at R1,400, and a crew of 8 men.

Encountered rough weather on the 23rd October, near Surat, Bombay coast, on her way to Porbander. Owing to one of her sails being torn, she bent over on one side, necessitating a portion of the cargo being jettisoned, but as she sustained no damage, she continued her voyage. Value of cargo jettisoned is estimated at ₹350. No life lost.

141. **Rampasa.**—A native craft, of Porbander, 60 tons register; official No. 95; age 13 years; classed as a kotia; bound from Ponani to Porbander, with a cargo of rafters, split bamboos, and wood, valued at ₹900 and a crew of 7 men.

Encountered rough weather at noon of the 24th October, when some distance from the town of Charkilla, Kathiawar coast, and being thrown on one side, a portion of her cargo was jettisoned, value R125. The vessel sustained no damage. No life lost.

142. **Lakhamipasa.**—A native craft, of Porbander, 59 tons register; official No. 90; age 12 years; classed as a kotia; bound from Calicut to Porbander, with a cargo of wooden beams and planks, value not reported, and a crew of 8 men.

Encountered strong winds and a heavy sea near Surat, Bombay coast, on the 24th October, on her way to Porbander. Her sails were torn, and she was thrown on one side, which necessitated a portion of her cargo being jettisoned, value R125; but the vessel not having sustained any damage, she continued her voyage. No life lost.

143. **Umibca.**—A British inland steam launch, belonging to the Calcutta Steam Navigation Company, 63 tons register; no official number;

age 9 years; was employed on the Hooghly river as a passenger vessel, with a crew of 15 men.

Collided with the steam launch *Bhrateswary* at 4-30 P.M. of the 25th October, off Peer Serang's ghaut, Hooghly river, whilst both vessels were proceeding up from Ghatal to Calcutta, with about one hundred passengers on board of each, the *Umbica* struck the *Bhrateswary* on the aft port quarter and damaged her to the extent of about R90. The accident was due to the *Bhrateswary* not answering her helm. No life lost.

144. **Bhrateswary.**—A British inland paddle steamer, of Calcutta, 86 tons gross; no official No., age about 26 years; was employed in the Hooghly river as a passenger vessel, with a crew of 13 men.

(*For details of a collision between this vessel and the "Umbica," see Casualty No. 143.*)

145. **Harsingar.**—A native craft, of Verawal, 25 tons register; official No. 5; age 7 years; bound from Porbander to Bhavnagar, with a cargo of stones, valued at R90, and a crew of 4 men.

This vessel when near Gogo, encountered a storm at midnight of the 21st October and was drifted about until 7 A.M. of the 25th idem, when she stranded on a rock at Methla, gulf of Cambay. Her side planks having given way, she capsized and all her cargo was thrown out. The damage sustained by the vessel is estimated at R300. No life lost.

146. **Eshwanti.**—A British Indian muchwa, of Ratnagiri, 7 tons register; official No. 8329; age 30 years; classed as a country craft; bound from Ratnagiri to sea, for fishing purposes, crew 7 men.

This vessel, whilst out at sea for fishing purposes, encountered a sudden squall, at 10 A. M. of the 25th October, at the entrance of the Mirya bay, in the Ratnagiri district, Bombay coast, which upset and damaged her to the extent of R100. No life lost.

147. **Hariprasad.**—A British Indian padow, of Surat, 42 tons register, official No. 766, age 50 years; classed as a country craft; bound from Dahanu to Broach, with a cargo of coal, valued at R500, and a crew of 10 men.

This vessel was anchored in the Vansi creek, Bombay coast, at noon of the 26th October, when she encountered stormy weather, and having broken adrift from her anchor she sprung a leak and was damaged to the extent of Rs. 500. The whole of the cargo was lost. No life lost.

NOVEMBER.

148. **County of Roxburgh.**—A British iron four-masted ship, of Glasgow, 2,091 tons register; official No. 93277; age 8 years; classed at Lloyd's 100 A. 1.; bound from Calcutta to Boulogne, with a cargo of jute and cutch, value unknown, and a crew of 31 men.

This vessel was anchored under pilotage charge at Garden Reach, river Hooghly, at 10 A. M. of the 3rd November, about 500 feet from three buoys, the lower two of which are known as the Quarantine buoys. About 10-30, A. M. of that day the steam tug *Retriever* came up and took her in tow. There was a space of about 40 fathoms between the tug and the ship. The tug after taking the ship in tow sheered into the bank until the ship arrived alongside of the upper buoy. The Pilot having given the order to

turn, the Tug master endeavoured to carry out the order, but the ship having no sternway on, went in to the bank and was carried over the centre buoy by the tide. The buoy disappeared abaft the mizzen rigging on the port side and reappeared forward of the mizzen rigging on the starboard side. The ship then cleared, but it was not until afterwards that it was discovered that she had been materially damaged by the buoy. A root of some description had been drawn into the fracture in the ship's bottom, and thus prevented water to enter until three hours after the casualty. She was consequently brought back to Calcutta and placed in the Kidderpur docks where on the cargo being taken out it was found that a hole was punched through one of the plates 3 inches long. The estimated value of the damage is not reported. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the accident occurred through the tug getting too far round, and thereby giving the ship sternway, which took her on to the buoy. They considered that the Pilot should have given his ship more headway before turning, so as to have shot her clear of the buoys with a starboard helm and that under the circumstances which happened, the Pilot is to blame in not taking upon himself the responsibility of giving the necessary orders to the Tug master. The Court also suggested that some Code of signals should be established between a tug and the vessel in tow so as to make a tug more completely subservient to her pilot.

149. Jumbo.—A British Indian wooden schooner, of Tavoy, 76 tons register; official No. not known; age 2 years; bound from Rangoon to Tavoy, with a cargo of kerosine oil valued at ₹300, crew 9 men.

This vessel whilst riding at anchor in North bay parted from her cable at 4 P. M. of the 5th November and drifted on to the bar near Cocos island light-house, Bay of Bengal, where she now lies in an upright position with holes in her bottom. The whole of the cargo was lost. The value of the damage to the vessel is not reported. No life lost.

150. Avoca.—A British steel screw three-masted steamer, of Glasgow, 3,410 tons register; official No. 98663; age 3 years; classed at Lloyd's A.-I.; bound from Calcutta to London *vid* Madras, with a general cargo, value not reported, 78 passengers, and a crew of 145 men.

Grounded on a lump off Camberbaches point, Hooghly river, as she was turning round under pilotage charge to proceed to sea at 5-30 A.M. of the 8th November. She was ashore for about a minute, and as her heel only touched the ground she sustained no damage. No loss of cargo. No life lost.

151. County of Caithness.—A British iron four-masted ship, of Glasgow, 1,636 tons register; official No. 73862; age 18 years; classed at Lloyd's 100 A.-I.; bound from Chittagong to the United Kingdom, with a cargo of jute, value not reported, and a crew of 25 men.

Grounded on a mud bank in the Guptakhally crossing, Chittagong river, on the 10th November, and remained aground 45 minutes. She floated off again when the tide rose and proceeded to sea. No damage to vessel or cargo. No life lost. The accident is attributed to the sands or mud banks which had very recently and rapidly formed and were then in a state of transition.

152. Ruparel.—A British Indian padow, of Bombay, 17 tons register; official No. 3109; age 30 years; classed as a country craft, bound from Mora to Bombay, with a cargo of salt, valued at ₹1,127-8-0, and a crew of 4 men.

Stranded on the bar of the Shewa creek, Bombay coast, at 2 A. M. of the 11th November, but having sustained no damage, she proceeded on her voyage. Cargo to the value of R907-2 was lost. No life lost.

153. **Jubeda.**—A British iron screw steamer, of Bombay, 1,571 tons register; official No. 68408; age 21 years; bound from Calcutta to Réunion and the Mauritius, with a general cargo, value not reported, and a crew of 76 men.

Lost an anchor and 33 fathoms of chain whilst anchored under pilotage charge at Budge-Budge, river Hooghly, at 10-55 P. M. of the 15th November. No damage to cargo. No life lost. Weight of anchor 34 cwt. Size of chain 2 inches.

154. **Palki.**—A British Indian hodi, of Paz, 2 tons register; official No. 3402; age 22 years; bound from Paz to sea for fishing purposes, with a crew of 3 men. No cargo.

Capsized in a gale of wind when fishing at sea, off Paz, a sub-port of Harnai, Bombay coast, on the 16th November, but the vessel sustained no damage. No life lost. The crew saved themselves by clinging to the hodi.

155. **Endeavour.**—A British steel screw steamer, of Whitby, 1,762 tons register; official No. 96552; age 4 years; classed at Lloyd's 100 A. I.; bound from Chittagong *viâ* Singapur to Dundee, with a cargo of jute, value not known, and a crew of 26 men.

This vessel when swinging to the flood opposite the double moorings, Chittagong river, tailed a mud bank at noon of the 17th November and remained aground until slack water, when she was towed off without sustaining any damage. No loss of cargo. No life lost.

156. **Vithalprasad.**—A British Indian vessel, of Bulsar, 20 tons register; official No. 1445; age 21 years; classed as a country craft; bound from Bombay to Broach, with a cargo of timber, value not known, and a crew of 6 men.

Grounded on a sand bank, near the village of Sawni, in the Nerbudda river, gulf of Cambay, at 7 A.M. of the 18th November; and having been capsized by the current, the mast was broken and her sails lost. The damage to the vessel is estimated at R200. Cargo to the value of R250 and the private property of the men were lost. No life lost.

157. **Gungabai.**—A British Indian hodi, of Honavar, 4 tons register; official No. 1772; age 2 years; classed as a fishing boat; was out at sea for fishing purposes, near Shirali, with a crew of 2 men, no cargo.

Collided at noon of the 18th November with Messrs. Shepherd & Co.'s steamer *Brahmini* which was going from Honavar to South Kanara, Bombay coast. The steamer having come suddenly upon the hodi as she lay at anchor to the north of Bhatkul, upset and damaged her to the extent of R12. The crew were thrown into the water, but were afterwards picked up by some neighbouring fishermen.

158. **County of Clare.**—A British iron ship, of Liverpool, 1,498 tons register; official No. 91166; age 10 years; classed at Lloyd's 100 A. I.; bound from Surabaya to Chittagong, in ballast, with a crew of 22 men.

Grounded on the north-east of Pandita island, Lombok strait, Chittagong coast, on the 23rd November, whilst in charge of the Master. The accident was due to the wind falling and the strong current and eddies setting the vessel on to the island. The vessel lost her kedge anchor and wire tow line, and had her screw steering gear damaged, value not reported. No life lost.

159. **Ursa.**—A British screw steamer, of West Hartlepool, 1,796 tons

register; official No. 95880; age 6 years; classed at Lloyd's 100 A. I.; bound from Cardiff to Massawah and Aden, in water ballast, and a crew of 27 men.

Grounded on the Magunia reef, Red sea, on her way to Aden at 8-45 A. M. of the 23rd November. She was examined by divers and found to have sustained no damage. No loss of cargo. No life lost.

160. Godwit.—A British steel screw steamer, of London, 1,072 tons register; official No. 98962; age 3 years; classed at Lloyd's 100 A. I.; bound from London to Jeddah and Busra, in ballast, 4 passengers, and a crew of 21 men.

This vessel when 20 miles south of Jebel Tier, Red sea, had two blades of her propeller broken at 5 P. M. of the 24th November. She put in at Aden to fit a new propeller. No life lost.

161. Vighneshwar.—A British Indian hodi, of Karwar, 2 tons register; official No. 1395; age 2 years; classed as a country craft; was fishing at sea with a crew of 4 men.

The hodi went out to sea for fishing purposes on the night of the 24th November. Having no light, a kotia suddenly crossed her bows about 2 A.M. of the 25th November, and she was submerged off Anjidiv island, Bombay coast. The crew were thrown into the water, and one of them was drowned. The remaining three caught hold of the hodi after an hour, and remained in the water clinging to her until rescued by another kotia. The hodi was ultimately brought to Karwar, where it was ascertained that she was damaged to the extent of R60.

162. Clan Macintosh.—A British steel screw steamer, of Glasgow, 2,619 tons register; official No. 87690; age 11 years; bound from Glasgow to Suez and Colombo, with a general cargo, value not reported, 44 passengers, and a crew of 103 men.

This vessel when in Lat. 11° 41′ N., Long. 56° 45′ E., Indian ocean, had the tail shaft broken and steam tube damaged at 8 A.M. of the 25th November. She was towed into Aden by the *Euplectela*. No damage to cargo. No life lost.

163. Bhawani.—A British Indian vessel, of Panvel, 7 tons register; official No. 3550; age 39 years; bound from Kalyan to Bombay, with a cargo of grass, valued at R130, and a crew of 9 men.

This vessel and the *Waroo* were tied together, and at 6 P.M. of the 30th November they encountered strong north-westerly winds and were driven by the force of the current on a rock about 50 paces from the bank in the Kalyan creek, and were damaged to the extent of R20. The whole of the cargo was lost. No life lost.

164. Waroo.—A British Indian vessel, of Panvel, 9 tons register; official No. 3299; age 34 years; bound from Kalyan to Bombay, with a cargo of grass.

(*For details of the accident to this vessel, see Casualty No. 163.*)

DECEMBER.

165. La Querida.—A British iron barque, of Liverpool, 679 tons register; official No. 74559; age 18 years; classed at Lloyd's 100 A. I.; bound from Chittagong to Trinidad, with a cargo of rice, value not reported, and a crew of 15 men.

Grounded on the edge of a sand bank in the Guptakhally crossing whilst proceeding down the Chittagong river at 3·30 P.M. of the 5th December. As

the bottom was of soft mud, no damage was done to the vessel. She floated off again after the tide slacked and proceeded to sea. No loss of cargo. No life lost.

At a meeting held at Chittagong on the 12th December, the Port Commissioners expressed the opinion that the grounding of the vessel was purely accidental, due to a sudden extension of a spit of sand which was unknown to the Pilots and Port authorities, although the place had only recently been most carefully sounded.

166. Sir Robert Fernie.—A British steel four-masted barque, of Liverpool, 2,410 tons register; official No. 95538; age 5 years; classed at Lloyd's 100 A. 1.; bound from Cape Town to Calcutta, in ballast, 1 passenger (Master's wife), and a crew of 32 men.

Lost her starboard anchor in the Jellingham channel, as she was proceeding up the Hooghly river under pilotage charge at 5-30 P.M. of the 9th December. The anchor being let go from the cat-head the chain cable broke close to the hawse pipe and was carried away at the following bearings: Centre Eastern Jellingham buoy S. ¾ E; Upper Western Jellingham S. W. by W. ¾ W. magnetic. No damage to cargo. No life lost.

167. Tuna.—A British screw steamer, of Bombay, 85 tons register; official No. 53527; age 9 years; classed at Lloyd's + A. 1.; bound from Aden to Zeilah, with a general cargo, 8 passengers, and a crew of 26 men.

Stranded at 5 A.M. of the 12th December; Efat bearing E. S. ½ S. true, Bemor S. W. ½ W. gulf of Aden. The accident was due to hazy weather and strong N.-W. winds. No damage to vessel or cargo. No life lost.

168. Thirlmere.—A British iron ship, of Liverpool, 1,625 tons register; official No. 70841; age 20 years; classed at Lloyd's 100 A. 1.; bound from Calcutta to New York with a cargo of jute, value not reported, and a crew of 31 men.

This vessel whilst proceeding down the Hooghly river under pilotage charge, and in tow of the steam tug *Rattler* collided with one of the mooring buoys whilst turning at Garden House Point at 6-30 A.M. of the 12th December. The buoy went under the bottom of the ship on the starboard side, forward of the fore rigging and came out on the port side abaft the main rigging, but did no damage to the ship. The buoy was damaged to the extent of about R200. No damage to cargo. No life lost. The ship continued her passage to New York. The accident was due to an error of the Pilot.

169. Rooparel.—A Portuguese Indian batel, of Damaun, 57 tons register; official No. 4416S.; age 10 years; classed as a country craft; bound from Cochin to Kurrachee, with a cargo of timber valued at R4,000, and a crew of 13 men.

This vessel was at anchor in the channel leading to Native jetty, Kurrachee harbour, Sind coast, at 1 P.M. of the 13th December, when the cable parted, and a strong ebb-tide having forced the vessel on the *Groyne*, she was capsized and her mast carried away. The value of the damage to the vessel is estimated at R1,000. No loss of cargo. No life lost.

170. Boat No. 47.—A British Indian fore and aft boat, of Tuticorin, 22 tons register; no official No.; age 3 years; not classed; bound from Kulasekarapatnam to Tuticorin, with a cargo of firewood, value not reported, and a crew of 7 men.

Encountered heavy weather at 4 P. M. of the 17th December when off Pennacoil, Tinnevelly coast, gulf of Manar, and had her sails carried away,

She then became unmanageable and was abandoned by the crew. She eventually drifted ashore at Pennacoil and was damaged to the extent of R200. No loss of cargo. No life lost.

171. **Panthai.**—A Portugeuse Indian vessel, of Diu, 33 tons register; official No. not given; age 15 years; classed as a Goa craft; bound from Diu to Kalyan, with a cargo of salted fish, valued at R741-8, and a crew of 9 men.

Stranded on a rock in the Kalyan creek, Bombay coast, at 1 A.M. of the 17th December, through an error of the Tindal, and was damaged to the extent of R10, cargo to the value of R477-4 was lost. No life lost.

172. **Sierra Blanca.**—A British iron ship, of Liverpool, 1,518 tons register; official No. 74482; age 19 years; classed at Lloyd's 100 A. I.; bound from Hamburg to Rangoon, with a cargo of salt, value not reported, 1 passenger (Master's wife), and a crew of 29 men.

Grounded on the Chokey Lumps, Rangoon river, at 4-45 P.M. of the 18th December, through an error of the Pilot. She remained aground until the tide rose, when she floated off without sustaining any damage. No loss of cargo. No life lost.

173. **Nadir.**—A British steel screw steamer, 2,042 tons register; official No. 96392; age 5 years; bound from Calcutta to Bombay *viâ* coast ports, with general cargo, value not known, and a crew of 72 men.

Grounded on the bank at Fulta point, river Hooghly, as she was proceeding down under pilotage charge at 9-11 A. M. of the 23rd December. The vessel's steam steering gear having got jammed, her bows took the bank, but she came off again immediately without apparently sustaining any damage. No loss of cargo. No life lost.

174. **Shahoor Rahimany.**—A British Indian manji, of Tellicherry, 38 tons register; official No. 7; age 29 years; bound from Tellicherry to Mangalore with a cargo of fish manure, valued at R769, 2 passengers, and a crew of 10 men.

This vessel on reaching her destination was being poled and rowed across the Mangalore bar, at 6 A. M. of the 23rd December, when a gale of wind caused it to turn broadside on to the flood-tide, which drifted her over the edge of a sand-spit on the south-west of the bar entrance to Mangalore backwater. After jettisoning a portion of the cargo she floated off again. The damage to the vessel is estimated at R25. The cargo lost is valued at R112. No life lost.

175. **M. Meanatchy.**—A British screw steamer, of Glasgow, 1,368 tons register; official No. 85046; age 14 years; bound from Madras to Rangoon, with a general cargo and mails, a number of 1st and 2nd class and deck passengers, and a crew of 89 men.

Grounded in a fishing village creek, Rangoon river, Burma coast, whilst crossing the tide at 7-40 P.M. of the 24th December. She was examined in dry dock, but was found to have sustained no injury. No damage to cargo. No life lost.

176. **Vijtiprasad.**—A British Indian padow, of Bulsar, 21 tons register; official No. 2623; age 4 years; classed as a country craft; bound from Porbandar to Tankari, with a cargo of Porbander stones, valued at R131-9-7, and a crew of 7 men.

Encountered strong winds near the Perim light-house, gulf of Cambay, on the 25th December, and had her main mast broken, and sails torn. The value of the damage is estimated at R40. Cargo worth about R14-7-7 was lost. No life lost.

177. **Ruparel.**—A British Indian padow, of Bulsar, 29 tons register; official No. 2766; age unknown; classed as a country craft; bound from Bhwindi to Navsari, with a cargo of teakwood rafters, valued at R835, and a crew of 9 men.

This vessel whilst on her way to Navsari was driven on to a sand bank off Matvad near the entrance of the Poorna river at 11 P.M. of the 25th December, owing to the Pilot having missed his way in the dark night; and as she rolled over she filled with water and was damaged to the extent of R300. Cargo worth R20 was lost. No life lost.

178. **Alberta.**—A British screw steamer, of Liverpool, 3,162 tons register; official No. 99439; age 2 years; classed at Lloyd's 100 A. 1.; bound from Calcutta to Dundee, with a cargo of jute, value not reported, and a crew of 34 men.

Grounded on a mud bank at Caffery point, Hooghly river, as she was proceeding down under pilotage charge on the 27th December. The casualty was accidental, and due to her having taken a heavy sheer against her helm. She sustained no damage. No loss of cargo. No life lost.

179. **Kashiprasad.**—A British Indian padow, of Bulsar, 20 tons register; official No. 2515; age 7 years; classed as a country craft; bound from Bombay to Dahanu and Broach, with a cargo of teak rafters, valued at R700, and a crew of 6 men.

This vessel whilst going up the Nerbudda river, gulf of Cambay, at 6 A.M. of the 29th December, ran on a sand bank, and was upset by the force of the tide and had her top mast broken. She also lost her sails, the muchwa attached to the vessel, and the clothing of the men, value estimated at R300. Cargo worth R150 was lost. No life lost.

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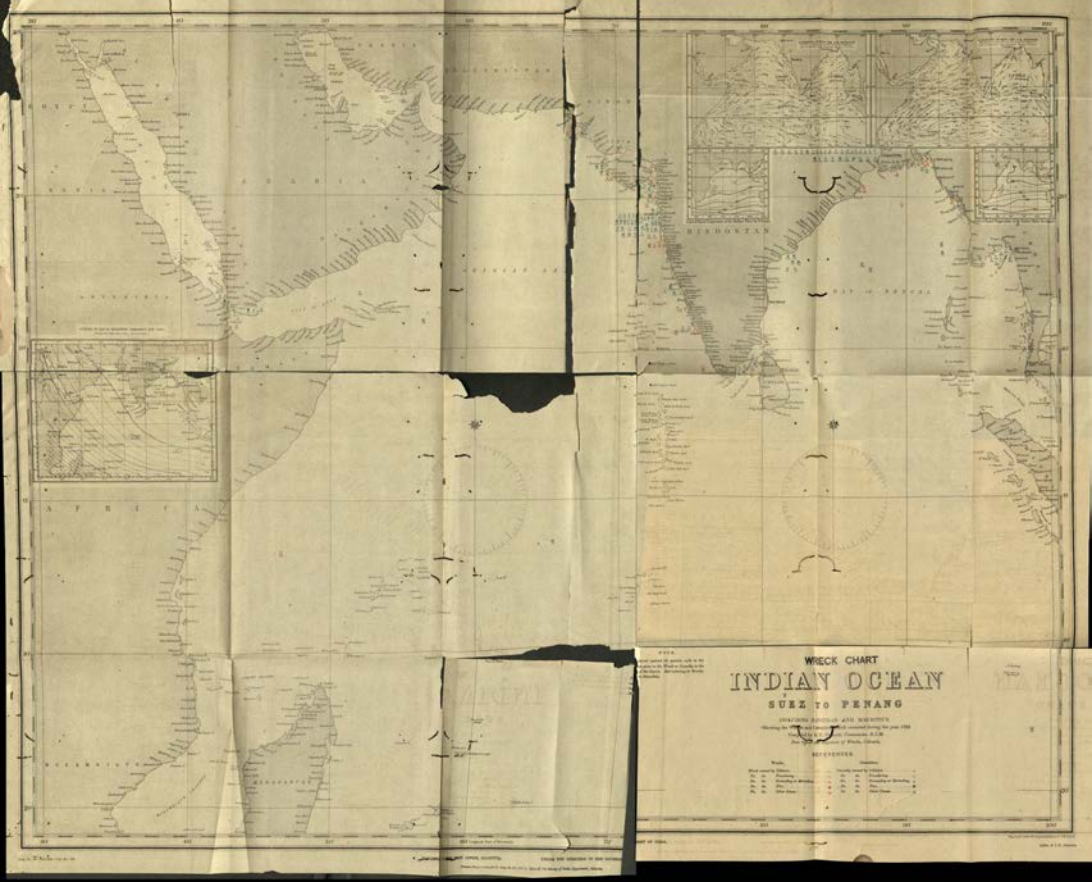
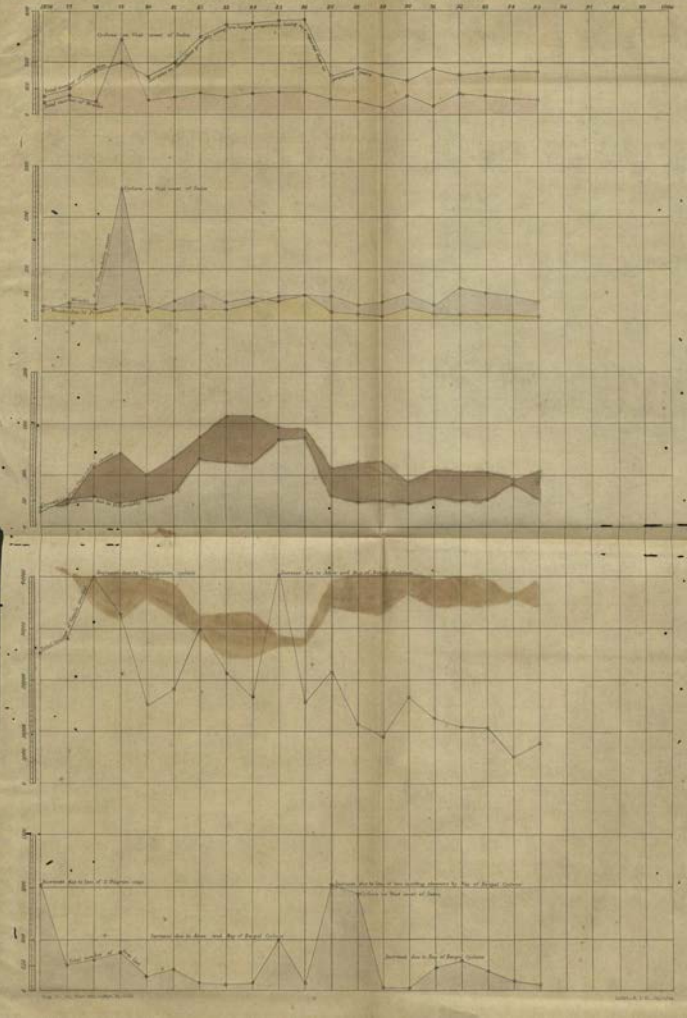

WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
REFERENCES

DIAGRAM.

Showing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1876 to 1890 inclusive.



GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1895

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY YEARS.

PREPARED BY

B. P. CREAGH, COMMANDER, R. I. M.

PORT OFFICER AND REGISTRAR OF WRECKS.

X-6-44

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1896.

A.—Causes to which the reported maritime disasters may be attributed.

	Collisions.									Foundering.			Groundings.										Strandings.								Miscellaneous.																	
	Accidental or Unavoidable.	Cyclone, Heavy weather, etc.	Error of the Harbour Master.	Do. Master.	Do. Pilot.	Do. Serang, Tindal, etc.	Not exhibiting light.	Tides and currents.	Total.	Cyclone, Heavy weather, etc.	Unknown.	Total.	Accidental or Unavoidable.	Alteration or Obstruction of the channel.	Bad look out.	Cyclone, Heavy weather, etc.	Defective steering gear.	Error of the Master.	Do. Pilot.	Do. Serang, Tindal, etc.	Tides and currents.	Total.	Accidental or Unavoidable.	Bad look out.	Cyclone, Heavy weather, etc.	Defective construction.	Error of the Master.	Do. Serang, Tindal, etc.	Tides and currents.	Total.	Capsized—Cyclone Heavy weather, etc.	Damage to Engine—Accidental or Unavoidable.	Do. Cyclone, Heavy weather, etc.	Do. Defective material.	Do. Unknown.	Do. to Ship, boat, anchor and chains, cargo, etc.—Cyclone, Heavy weather, etc.	Do. Defective Construction.	Do. Tides and currents.	Fire. Accidental.	Do. Spontaneous combustion.	Do. Unknown.	Loss of boats, anchor and chain, cargo, etc.—Accidental.	Sprung a leak. Cyclone, Heavy weather, etc.	Do. Defective construction on Old and rotten.	Do. Tides and currents.	Total.	GRAND TOTAL.
Wrecks.																																																	
British and Foreign	1	...	...	...	...	...	1	...	2	...	1	1	...	...	1	...	...	1	...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
British Indian and Native craft	...	...	...	2	...	1	1	...	4	8	...	8	1	...	...	1	...	2	...	1	...	5	...	...	13	...	...	2	7	23	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	3	42
Casualties.																																																	
British and Foreign	5	2	1	5	1	4	5	5	28	...	...	...	2	4	...	...	3	5	6	2	7	26	4	1	1	...	1	...	7	11	1	3	1	1	4	3	...	...	1	1	1	3	...	...	...	19	84
British Indian and Native craft	...	1	...	...	...	2	...	...	3	4	...	4	...	...	...	3	...	...	...	4	2	9	2	...	11	1	...	6	10	30	10	...	...	...	...	5	1	1	...	...	...	...	7	4	5	33	79
Grand Total	6	3	1	7	1	7	7	5	37	12	1	13	3	1	1	4	3	8	6	7	11	44	3	4	25	1	1	8	24	63	12	3	1	1	4	8	1	1	4	1	1	3	7	5	6	55	212

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Arabian sea.	Bengal, bay of.	Bombay, coast.	Burma do.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Cutch, gulf of.	Ganges river.	Hooghly do.	Indian ocean.	Kathiawar coast.	Malabar do.	Manar, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Sind coast.	TOTAL.
WRECKS.																					
British and Foreign	...	...	...	4	1	...	...	...	1	...	1	...	...	1	1	...	...	...	...	2	8
British Indian and Native craft	...	...	1	12	2	4	1	6	1	1	...	1	2	3	1	3	...	3	...	...	41
CASUALTIES.																					
British and Foreign	8	2	6	4	12	...	1	...	2	...	28	4	...	1	1	...	2	13	...	...	84
British Indian and Native craft	...	...	...	54	...	...	2	3	5	...	...	...	...	5	5	5	...	...	...	1	79
GRAND TOTAL	8	2	7	74	15	4	3	9	9	1	1	28	5	8	10	7	3	28	3	6	212

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian waters in each month of the year 1895, the total tonnage of vessels wrecked, and the number of lives lost.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of Wrecks	4	4	6	9	3	5	...	2	3	9	1	3	49
Do. Casualties	22	23	13	17	46	4	9	13	12	44	9	11	163
Total tonnage of vessels wrecked.	112	123	536	947	247	3,449	...	20	1,006	703	55	784	7,982
Number of lives lost	...	1	...	24	...	1	...	...	36	1	...	...	63

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1894 inclusive showing respectively British and Foreign Vessels, British Indian Vessels and Native craft.

YEAR.	WRECKS.							CASUALTIES.						
	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.	BRITISH AND FOREIGN VESSELS.		BRITISH INDIAN VESSELS.		NATIVE CRAFT.		TOTAL.
	Unavoidable.	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.		Unavoidable	Preventible.	Unavoidable.	Preventible.	Unavoidable.	Preventible.	
1879	11	21	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	7	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73*	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	162
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163

* Including the two British Indian vessels of which no details were furnished.

REVIEW.

THE Returns received in the Indian Wreck Department show that the number of wrecks and casualties in Indian waters during the year 1895 was very little less than the preceding year. Compared with the past year, this Report shows that, although the total number of wrecks is less, the total tonnage of vessels wrecked is considerably greater, that is to say, 7,982 against 5,180. The vessels lost were principally British Indian and Native craft, of small tonnage; but the tonnage of the British vessel *Ajmere*, and that of the Austro-Hungarian *Thisbe*, wrecked on the Bombay and Coromandel coasts, have augmented the figure. There is only one case recorded in this report of a serious nature; that of the British barque *Sir Lancelot* which left Alleppy for Calcutta in September 1895, and has not been heard of since. It is believed that she foundered with all her cargo somewhere on the Malabar coast, and 36 lives have perished in her. Taking these 36 lives, the total number lost during this year is 63, as against 81 of the previous year.

Of the 49 wrecks reported during the past year there were 7 British and Foreign vessels, 37 British Indian, and 5 Native craft; and of the 163 casualties, there were 84 British and Foreign vessels, 72 British Indian, and 7 Native craft.

Of the total of 212 wrecks and casualties, there were 37 collisions, 12 founderings, 44 groundings, 64 strandings, and 55 miscellaneous cases.

The Table of "General localities" in which these maritime wrecks and casualties occurred shows, that the largest number, *viz.*, 81, occurred in the Bombay and Malabar coasts, 15 in the Sind and Kathiawar coasts, 9 in the Coromandel coast, 32 in the Orissa coast and Hooghly river, and 23 in the Chittagong and Burma coasts. The remainder occurred elsewhere in smaller numbers, as shewn in the Table.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1895, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1895 inclusive, showing respectively, British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1895 inclusive.

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E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1895, inclusive.

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865 . . .	28	14,443	6	
1866 . . .	32	15,597	35	
1867 . . .	37	17,417	49	
1868 . . .	20	12,558	19	
1869 . . .	55	25,688	279	
1870 . . .	44	14,809	51	
1871 . . .	47	18,804	118	
1872 . . .	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873 . . .	42	12,110	3	
1874 . . .	69	16,656	85	
1875 . . .	62	11,193	65	
1876 . . .	110	23,866	95	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red sea, nor the Master and crew of both these vessels.
1877 . . .	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878 . . .	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Fattal Kurrim*, *Fattay Rassack*, *Lady Amherst* and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Fattal Kurrim*, *Fattay Rasack*, *Lady Amherst* and *William Stevenson* was not reported, and is therefore not included.
1879 . . .	481	32,541	357	The number lost in the *Essex* was not reported.
1880 . . .	206	15,662	120	
1881 . . .	259	27,814	186	Does not include the missing ship *Nebo*.
1882 . . .	393	29,272	155	
1883 . . .	401	21,760	62	
1884 . . .	418	17,109	78	
1885 . . .	445	41,257	515	
1886 . . .	442	15,402	105	
1887 . . .	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888 . . .	238	21,739	917	Not including the tonnage of one British Indian and two Native craft which were not given.
1889 . . .	217	9,629	35	
1890 . . .	214	16,973	22	
1891 . . .	231	12,068	240	
1892 . . .	230	10,410	272	
1893 . . .	223	12,428	170	
1894 . . .	234	5,180	81	
1895 . . .	212	7,982	63	

From the foregoing it will be seen that during the past 31 years (1865 to 1895, inclusive) the annual average number of the reported wrecks and casualties in Indian waters has been 198, the average total tonnage lost was 18,596, and the average number of lives lost 180.

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, from the years 1876 to 1895, inclusive, is also appended to the Return.

INDIAN WRECK DEPARTMENT;
PORT OFFICE,
Calcutta, 31st August 1896.

B. P. CREAGH, *Commander, R. I. M.*,
Port Officer and Registrar of Wrecks.

TABULAR STATEMENT OF THE WRECKS

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Khattomprsad*	25	British Indian batel	January, 2nd	At Mandvi,	loading cargo	Firewood, value unknown
2	*Dhanprasad*	37	Do. padow	Do. do.	Sadashivgad	Bhavnagar	Timber, va ue R888
3	*Rampasha*	50	Native craft	Do. do.	Calicut	Cutch Mandvi	Timber, bamboos, etc., value R1,370.
4	*Munsoorie*	...	Persian buggalow	Do. 28th	Kurrachee	Do.	Dates, value unknown
5	*Ruparel*	41	British Indian padow	February 8th	Bombay	Broach	Cocoanuts, kerosine oil, etc., value R3,500.
6	*Dhanprosad*	61	Do. batel	Do. 12th	Calicut	Bhavnagar	Malabar teak wood, value R998.
7	*Rahimany*	16	Do. muchwa	Do. do.	Kundapore	Mangalore	Fish and soap-nut, value R1,200.
8	*Luxumi*	5	Do. do.	Do. 22nd	Nagothna	Bombay	Paddy, value R400
9	*Bombay Salamat*	48	Do. batel	March 5th	Bilimora	Balliapatam	No cargo
10	*Navdi Jedevi*	29	Do. Indian vessel	Do. 9th	Kavi	Bombay	Gram, value R840
11	*Malacal Bahar*	189	Do. Indian brig	Do. 11th	Chittagong	Akyab and Cochin	Paddy, value R18,000, and R700 in cash.
12	*Gyne*	10	Do. steam-launch	Do. 15th	Plying in Mou	lmein harbour	No cargo
13	*Nasaral Masid*	217	Do. Indian brig	Do. do.	Chittagong	Chandpur	Railway sleepers, value R7,000.
14	*Vizupassa*	53	Do. ganja	Do. 17th	Jodiya	Kurrachee and Ketibandar.	No cargo
15	*Salamati*	6	Do. muchwa	April 7th	Ratnagiri	Mahul	Oyster shells, value R20.
16	*Daria Dowlat*	35	Do. vessel	Do. 10th	Bombay	Newra	No cargo
17	*Laxmiprasad*	11	Do. navdi	Do. 11th	Broach	Talaja	Teakwood, bamboos, mats, etc., value R194·12.
18	*Salamathy*	3	Do. hodi	Do. 23rd	She was at sea for	fishing purposes	Nets and copper pots, value R200.
19	*Kherool Aman*	150	Do. brig	Do. 26th	Cochin	Chittagong	Paddy, value R7,200
20	*Solomon Shah*	157	Do. do.	Do. do.	Was anchored at	Akyab harbour	Timber, cotton, and bran, value R3,000.
21	*Stree Ranganaya Kulu*	428	Do. Indian barque	Do. do.	Akyab	Negapatam	Paddy, value R17,019
22	*Kallianpersad*	...	Do. ganja	Do. 27th	Zanzibar	Kurrachee	Timber, value R600
23	*Roohal Amanath*	157	Do. Indian brig	Do. 30th	Akyab	Cochin and Chittagong.	In ballast, and some general cargo.
24	*Towkly*	45	Do. dinghy	May 1st	Bombay	Mangalore	Chinaware, iron, etc.
25	*Fatte Khair*	112	Do. kotia	Do. 6th	Uran	Bombay	Salt, value R8,532
26	*Mahadevi*	90	Native craft	Do. 16th	Jodiya	Nanania	Cotton, value R800
27	*Cargo boat*	...	Do. do.	June 6th	At False Point	harbour	Rice, value not reported
28	*Remuttee*	124	British Indian dinghy	Do. 8th	Bombay	Calicut and Kurrachee.	Timber, value R100
29	*Ajmere*	1,408	British screw steamer	Do. 14th	Zanzibar	Mombassa and Bombay.	Water and sand ballast
30	*Rehemani*	56	British Indian ganja	Do. 19th	Bombay	Navibandar	Cotton seeds, mollasses sweet oil, rice, betelnuts, turmeric and sugar-candy, value R2,500.
31	*Thisbe*	1,861	Austro-Hungarian schooner	Do. 23rd	Trieste	Madras and Cocanada.	General, value not reported
32	*Roopnarian*	...	British cargo flat	August 10th	Patna	Monghyr and Calcutta.	Seed, value R1,[illegible]
33	*Husaran*	20	British Indian dinghy	Do. 29th	Ketibandar	Kurrachee	Charcoal, value unknown
34	*Cargo Boat No. 31*	31	Native craft	September 5th	Calcutta	Balasore	Tobacco, pitch, iron chests, and haberdashery, value R3,350.
35	*Dhanprasad*	89	Portuguese Indian batel	Do. 6th	Daman	Calicut	No cargo
36	*Sir Lancelot*	886	British wooden barque	Do. 20th	Bombay	Lingah and Calcutta.	Salt, value unknown
37	*Stree Ramaloo*	226	British Indian brig	October 1st	Naraingunge	Chittagong	Jute, value not reported.
38	*Kalikhan Durga*	90	Do. sloop	Do. 2nd	Do.	Do.	Jute, value R16,265
39	*Islamabad*	83	Do. do.	Do. do.	Do.	Do.	Jute, value R11,250, sugar, value R63, onions, value R100, mustard oil, value R160.

Waters during the year 1895.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At the Seesa mouth of the Indus river	Sind coast	Grounding—Error of the Master	None lost.	Cargo all lost.
At the entrance of Sadashivgad creek	Bombay do.	Do. Accidental	Do.	Do. partially lost.
On the Shafdar rock, west of Dhamlej	Kathiawar do.	Stranding—Heavy weather	Do.	Do. do.
On the Kadri mouth of the Indus river	Sind do.	Grounding—Bad look out	Do.	Do. all lost.
Off Dandy, near Surat	Bombay do.	Stranding—Error of the Tindal	Do.	Do. do.
On the rocks near the Piram lighthouse	Gulf of Cambay.	Do. Tides and currents	Do.	Do. do.
At the north-west edge of the bar entrance to Mangalore harbour.	Bombay coast	Grounding—Error of the Tindal	Do.	Do. do.
Near Kasha rock, opposite Mandvi bandar	Do. do.	Capsized—Heavy weather	Do.	Do. do.
Mangalore light bearing N. × E. ½ E.	Do. do.	Collision with the S. S. *Scindia*—Not exhibiting light.	Do.	.....
About 4 miles to the west of Degham	Gulf of Cambay.	Foundering—Heavy weather	Do.	Cargo all lost.
Between Galle and Colombo	Ceylon coast.	Collision with a steamer (name not reported)—Error of the Master.	Do.	Do. do.
Moulmein harbour	Burma do.	Do. with the steamer *Daventry*—Accidental.	Do.	.....
On the Fezarmor chur between Walcherra and Sundeep.	Chittagong do.	Stranding—Heavy weather	Do.	Cargo all lost.
Off the Seesa mouth of the Indus river	Sind do.	Foundering—Do. do.	Do.	.....
Between Kelsi and Velas	Bombay do.	Collision with another muchwa—Error of the Tindal.	Do.	Cargo all lost.
At the entrance of the Newra creek, Ratnagiri district.	Do. do.	Stranding—Heavy weather	Do.	.....
Off Kantiajal, in taluka Olpad	Gulf of Cambay.	Foundering—Do. do.	Do.	Cargo all lost.
At Bobha in the Anjanvel creek	Bombay do.	Collision with the S. S. *Rajpuri*—Error of the Master.	Do.	Do. do.
Kaladan river loading berth, Akyab harbour	Burma do.	Stranding—Cyclone	1 life lost	Do. do.
Do. Do.	Do. do.	Do. do.	None lost	Do. do.
Exact locality not reported	Bay of Bengal	Foundering—Cyclone	23 lives lost	Do. do.
A few miles from Zanzibar	Indian ocean	Do. Heavy weather	None lost	Do. do.
6 miles east of Kundugal point in the island of Rameswaram.	Gulf of Manar	Stranding— Do. do.	Do.	Cargo partially lost.
On the bar of the Anjarla creek	Bombay coast.	Do. Error of the Tindal	Do.	Do. do.
Off the port of Ratnagiri	Do. do.	Sprung a leak—Old and rotten	Do.	Do. all lost.
In the Hansthal creek	Gulf of Cutch	Foundering—Heavy weather	Do.	Do. partially lost.
About ½ of a mile, south west of Fairway buoy False Point harbour.	Orissa do.	Do. Tides and currents	Do.	Do. all lost.
Off Cutch Mandvi	Sind do.	Do. Heavy weather	Do.	Do. do.
Lat. 19° 45′ N. 72° 41′ E.	Bombay do.	Grounding—Error of the Master	Do.	.....
At the entrance of the Navibandar creek	Kathiawar coast	Stranding—Tides and currents	Do.	Cargo partially lost and partly damaged.
Four miles south-west of Sacramento shoal	Coromandel do.	Grounding—Tides and currents	Do.	Do. do.
[illegible]	Ganges river	Do. Do.	Do.	Do. do. and partly salved.
Off the Dubba mouth of the Indus river	Sind coast	Foundering—Heavy weather	Do.	Cargo all lost.
At a sandy shoal one mile above Balaramgiri	Orissa do.	Grounding— Do.	Do.	Do. partially lost and partly damaged.
On the rocks between Gungavda and Vudvan	Bombay do.	Stranding— Do.	Do.	.....
On her way from Alleppy to Calcutta	Malabar do.	Not known	36 lives lost	Cargo all lost.
At Badoo chur	Chittagong do.	Stranding—Cyclone	None lost	Cargo partially lost.
Rohim chur, Sundeep channel	Do. do.	Do. Do.	1 life lost	Do. do. and partly damaged.
Near Rohim chur on the west side of the island of Sundeep.	Do. do.	Do. Do.	None lost	Do. do.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
40	*Daria Dolut*	9	British Indian muchwa	October 2nd	Gogo	Surat	No cargo
41	*Rangina Bham*	72	British Indian sloop	Do. do.	Naraingunge	Chittagong	Jute, value R8,875
42	*Ranganai Kulu*	67	Do. do.	Do. do.	Do.	Do.	Do. value R8,375
43	*Rooparel*	44	Do. batel	Do. 29th	Kalai	Calicut	Mango-wood planks, value R1,300.
44	*Kasiprasad*	51	Do. padow	Do. do.	Surat	Do.	Paddy, value R2,120
45	*Ramprasad*	61	Do. do.	Do. do.	Bilimora	Do.	No cargo
46	*Chanchala Prosad*	55	Native craft	November 8th	Calcutta	Chandbally	Kerosine oil, value R6,000.
47	*Lord Harris*	580	British Indian barque	December 8th	At anchor on the	Nagore roads	In ballast
48	*Shambook Husseinee*	178	Persian buggalow	Do. 16th	Bushire	Kurrachee	Dates and rose-water, value R13,066-8.
49	*Padaruth*	26	British Indian padow	Do. 18th	Dholera	Bombay	Bones, value R900

during the year 1895—concluded.

Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Near the village Suwali	Gulf of Cambay .	Stranding—Heavy weather . . .	None lost .	.....
Near Rohim chur, Sundeep channel .	Chittagong coast .	Do.—Cyclone	Do. .	Cargo partly damaged.
North-west end of Sundeep island . . .	Do. do. .	Do. Tides and currents . .	Do. .	Cargo nearly all lost.
About three miles north of Calicut . . .	Malabar coast . .	Do. do. . .	Do. .	Do. partially lost and partly damaged.
On the beach at Varakal, about 3 miles north of Calicut.	Do. do. . .	Do. do. . .	Do. .	Do.
At Varakal, about 3 miles north of Calicut .	Do. do. . .	Do. do. . .	Do. .	.....
Two miles off the entrance of the Panchpara river.	Orissa do. . .	Do. Heavy weather . .	Do. .	Cargo partially lost.
Two miles north of Negapatam .	Coromandel coast .	Do. do. . .	Do. .	.....
Port of Porbandar	Kathiawar do. .	Collision with the S. S. *Kola*—The bungalow not exhibiting light.	Do. .	Cargo partially lost.
Off Norpad near Dahanu	Bombay do. .	Grounding—Error of the Tindal . .	Do. .	Do. all lost.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1895.

JANUARY.

1. **Khattowpersad.**—A British Indian batel, of Cutch Mandvi; 25 tons register; official No. 1753; age 3 years; classed as a coasting craft; was at Mandvi loading a cargo of firewood, value unknown; and a crew of 5 men.

This vessel whilst working out of the Seesa mouth of the Indus river, Sind coast, touched the ground, sprang a leak and sank at 2 A.M. of the 2nd January. The vessel and all her cargo was lost. No life lost. The accident is attributed to an error on the part of the man in charge, the Tindal having died during the voyage.

2. **Dhanprasad.**—A British Indian padow, of Surat; 37 tons register; official No. 3786; age 37 years; bound from Sadashivgad to Bhavnagar with a cargo of timber valued at R888, and a crew of 10 men.

Grounded on the bar at the entrance of Sadashivgad creek, Bombay coast, at 5-30 A.M. of the 2nd January, and was totally lost. The value of the vessel is estimated at R1,200. The cargo was partially lost, value R235. No life lost.

3. **Rampasha.**—A native craft; of Cutch Mandvi; 50 tons register; official No. 2303; age 20 years; bound from Calicut to Cutch Mandvi with a cargo of timber, bamboos, &c., valued at R1,370, and a crew of 10 men.

Encountered strong winds and rough seas after leaving Calicut, which caused a portion of her bottom to give way, and as she leaked profusely, the Tindal allowed her to take her own course. The vessel drifted on and ultimately stranded on the Shafdar rock, west of Dhamlej, Kathiawar coast, where she broke to pieces on the morning of the 2nd January. The value of the vessel is estimated at R3,000. The cargo lost is valued at R403. No life lost.

4. **Munsoorie.**—A Persian buggalow; of Charan; registered tonnage and official number not known; age 2 years; classed as a coasting craft; bound from Kurrachee to Cutch Mandvi with a cargo of dates, value unknown, and a crew of 26 men.

Grounded off the Kadri mouth of the Indus river, Sind coast, at midnight of the 28th January, probably owing to a good look out not having been kept. The vessel was totally wrecked and all her cargo was lost, value not known. No life lost.

FEBRUARY.

5. **Ruparel.**—A British Indian padow; of Surat; 41 tons register; official No. 3765; age 29 years; classed as a country craft; bound from Bombay to Broach with a cargo of cocoanuts, kerosine oil, etc., valued at R3,500, and a crew of 10 men.

Stranded on a sand bank off Dandy near Surat, Bombay coast, and capsized, and as she filled with water she sank and was totally lost with all her cargo at 2 P.M. of the 8th February. The value of the vessel is estimated at R2,200. No life lost. The accident is attributed to an error of the Tindal.

6. **Dhanprasad.**—A British Indian batel; of Gogo; 61 tons register; official No. 251; age 10 years; classed as a country craft; bound from Calicut to Bhavnagar with a cargo of Malabar teakwood valued at R998, and a crew of 12 men.

This vessel came as far as the Piram light-house, gulf of Cambay, where, having struck against some rocks, she sprung a leak and sank at 11 P.M. of the 12th February with all her cargo. The value of the vessel is estimated at R1,000. No life lost.

7. **Rahimany.**—A British Indian muchwa, of Mangalore; 16 tons register, official No. 27; age 4 years; bound from Kundapore to Mangalore with a cargo of fish and soap-nuts valued at R1,200; one passenger and a crew of 4 men.

Grounded at 7 P. M. of the 12th February on a sandbank at the north-west edge of the bar entrance to Mangalore harbour, Bombay coast. The Master in trying to enter the port after sunset, during a stiff breeze and high surf, mistook the channel and ran aground. The vessel was totally wrecked and all her cargo lost. The value of the vessel is estimated at R400. No life lost.

8. **Luxumi.**—A British Indian muchwa, of Panvel; 5 tons register; official number not known; classed as a country sailing craft; age not known; bound from Nagothna to Bombay with a cargo of paddy valued at R400, and a crew of 3 men.

Capsized in a heavy gale of wind near the Kasha rock opposite Mandvi bandar, Bombay coast, and being filled with water, she sank with all her cargo at 1 P.M. of the 22nd February. The crew were saved by means of planks to which they clung until they were taken on board of a vessel proceeding to Bombay.

MARCH.

9. **Bombay Salamat.**—A British Indian batel, of Bulsar; 48 tons register; official No. 2092; age 8 years; bound from Bilimora to Baliapatam; with a crew of 12 men; no cargo.

Collided with the British screw steamer *Scindia* and sank at 3-30 A.M. of the 5th March, on the Bombay coast; Mangalore light bearing N. ¾ E. ½ E. The accident is attributed to the batel not exhibiting any light. The crew were taken on board the *Scindia*. The value of the vessel is estimated at R5,000. No life lost.

10. **Navdi Jedevi.**—A British Indian vessel, of Surat; 19 tons register; official No. 4167; age 35 years; bound from Kavi to Bombay with a cargo of gram valued at R840, and a crew of 4 men.

This vessel encountered heavy squalls when about four miles to the west of Degham, gulf of Cambay, and having shipped a large quantity of water, she sank at 9 A.M. of the 9th March with all her cargo. No life lost. The value of the vessel is estimated at R700.

11. Malacal Bahar.—A British Indian wooden brig; of Chittagong; 189 tons register; official number not stated; age 12 years; bound from Chittagong to Akyab and Cochin with a cargo of paddy, valued at ₹18,000 and ₹700 in cash; crew 17 men.

This vessel was steering her course for Cochin when a steamer (name not reported) collided with her and sank her at 1-30 A.M. of the 11th March between Galle and Colombo on the Ceylon coast. The whole of the cargo was lost. The value of the vessel is estimated at ₹1,600. No life lost.

12. Gyne.—A British iron steam-launch belonging to the Salwein Steam Navigation Company at Moulmein; 10 tons register; official number not given; age 18 years; was plying in Moulmein harbour with a crew of 4 men; no cargo.

The launch was towing a cargo boat laden with rice from Messrs. Krüger's rice mill to alongside the steamer *Daventry* anchored in the stream in the vicinity of Tiger jetty, Tavoyzu, when owing to the tow rope not being promptly cast off, the launch swung round and was swept by the force of the ebb tide across the bows of three other cargo boats where she turned over and sank in Moulmein harbour, Burma coast, at 8-30 P.M. of the 15th March. No life lost. She was subsequently raised, but broke in halves and sank before she could be beached on shore.

A special Court of Inquiry was held at Moulmein to enquire into the causes of the sinking of the *Gyne*, and in their opinion the accident was caused by command of the launch being lost owing to the cargo boat in tow sheering in towards the steamer and the inability to let go the rope through its being jammed in the bollards of the launch, and that there was not sufficient ground for imputing blame to any one under the circumstances.

13. Nasaral Mazid.—A British Indian wooden brig; port of registry not stated; 217 tons register; official number, age, and class not reported; bound from Chittagong to Chandpur with a cargo of railway sleepers valued at ₹7,000, and a crew of 7 men.

Encountered a high gale of wind near Fezarmor chur, between Walcherra and Sundeep, on the Chittagong coast, and having parted both her anchors, she was drifted on to the chur where she broke up at 4 P.M. of the 15th March. The whole of the cargo was lost. The value of the vessel is estimated at ₹1,200. No life lost.

14. Vissupassa.—A British Indian ganja, of Jodiya; 53 tons register; official No. 1557 F. C.; age 7 years; bound from Jodiya to Kurrachee and Keti bandar with a crew of 7 men; no cargo.

Encountered very rough weather at 5-30 P.M. of the 17th March when off the Seesa mouth of the Indus river, Sind coast, and foundered. The value of the vessel is estimated at ₹3,000. No life lost. The crew were saved by means of a raft.

APRIL.

15. Salamati.—A British Indian muchwa, of Ratnagiri; 6 tons register; official No. 9109; age 31 years; classed as a country craft; bound from Ratnagiri to Mahul with a cargo of oyster shells, valued at ₹20, and a crew of 5 men.

Collided with another muchwa and sank between Kelshi and Velas, Bombay coast, at 3 P.M. of the 7th April. The whole of the cargo was lost. No life

lost. The value of the vessel is estimated at ₹350. The accident was due to an error on the part of the Tindal.

16. **Daria Dowlat.**—A British Indian vessel, of Newra ; 35 tons register ; official No. 9485 ; age 18 years ; classed as a country craft ; bound from Bombay to Newra with a crew of 7 men ; no cargo.

Stranded at the entrance of the Newra creek, Ratnagiri district, Bombay coast, at 2 P.M. of the 10th April and was dashed to pieces by the force of the wind. The value of the vessel is estimated at ₹350. No life lost.

17. **Laxmiprasad.**—A British Indian navdi, of Gogo ; 11 tons register; official No. 295 ; age 34 years ; classed as a country craft ; bound from Broach to Talaja with a cargo of teakwood, bamboos, mats, etc., valued at ₹194-12, and a crew of 4 men.

This vessel was going from Broach to Gogo, but having encountered strong westerly winds and high seas off Kantiajal, in the gulf of Cambay, she was compelled to anchor; and as the sea continued to break over the side of the vessel, she sank and was totally lost on the morning of the 11th April. The value of the vessel is estimated at ₹100. The whole of the cargo was lost. No life lost. The Tindal and lascars were saved by means of a ferry-boat.

18. **Salamathy.**—A British Indian hodi, of Anjanvel ; 3 tons register official No. 7735 ; age 6 years ; was going to sea for fishing purposes with 5 nets valued at ₹200, and 4 copper pots valued at ₹5 ; crew 3 men.

The hodi was on her way to the sea when she was run over by the S. S. *Rajapuri* at 3 A.M. of the 23rd April and broken to pieces at Bobha in the Anjanvel creek, Bombay coast. The whole of the cargo was lost. The crew jumped into the water and were rescued by a passing tony. The value of the vessel is estimated at ₹150.

19. **Kherool Aman.**—A British Indian wooden brig; of Chittagong ; 150 tons register ; official No. 9 of 1892 ; age 7 years ; bound from Cochin to Chittagong with a cargo of paddy valued at ₹7,200, and a crew of 13 men.

This vessel was at the Kaladan river loading berth, Akyab harbour, Burma coast, where she encountered a cyclone at 3 A.M. of the 26th April which drifted her ashore and broke her in pieces. The whole of the cargo was lost. One life lost. The value of the vessel is estimated at ₹12,000.

20. **Solomon Shah.**—A British Indian wooden brig; of Chittagong ; 157 tons register ; official No. 18 of 1892 ; age 6 years ; was at Chittagong loading a cargo of timber, cotton, and bran, valued at ₹3,000, and a crew of 16 men.

Encountered a cyclone at 3 A.M. of the 26th April while anchored at the Kaladan river loading berth, Akyab harbour, Burma coast, which drifted her ashore and broke her in pieces. The value of the vessel is estimated at ₹12,000. The whole of the cargo was lost. No life lost.

21. **Stree Ranganaya Kulu.**—A British Indian wooden barque; of Negapatam ; 428 tons register ; official No. 6 of 1894 ; age unknown ; bound from Akyab to Negapatam with a cargo of paddy, valued at ₹17,019; and a crew of 27 men.

This vessel is reported to have sailed from Akyab on the 21st April, and on the 26th idem whilst in the bay of Bengal, having encountered a cyclone, she sank with all her cargo and was totally lost. The crew left in one of the

ship's boats, and out of 27 men, four only survived and came ashore and were sent to their homes at the public expense. 23 lives were lost. The value of the vessel is not reported.

22. **Kallianpersad.**—A British Indian ganja; of Cutch Mandvi; registered tonnage and official number not reported; age 16 years; bound from Zanzibar to Kurrachee with a cargo of timber, valued at R600, and a crew of 8 men.

This vessel whilst in the Indian ocean encountered heavy weather, and having sprung a leak, she foundered with all her cargo at 7 A.M. of the 27th April. No life lost.

23. **Roohal Amanath**—A British Indian wooden brig; of Chittagong; 157 tons register; official No. 12 of 1890; age 5 years; not classed; bound from Akyab to Cochin and Chittagong, in ballast, and 30 tons of general cargo, and a crew of 16 men.

Encountered strong winds and current when six miles east of Kundugal point, in the island of Rameswaram, gulf of Manar, and as her anchors were not able to hold her, she drifted ashore and became a total loss at 2 A.M. of the 30th April. The value of the vessel is not known. The cargo lost is valued at R600, No life lost.

MAY.

24. **Towkly.**—A British Indian dinghy, of Kurrachee; 45 tons register; official No. 518; age not known; bound from Bombay to Mangalore with a cargo of Chinaware, iron, etc., valued at R4,828, and a crew of 6 men.

Stranded on the bar of the Anjarla creek, Bombay coast, at 11 A.M. of the 1st May, owing to the Tindal in charge being ignorant of the navigation of the creek; and the dinghy being old, sprung a leak and broke to pieces. The value of the dinghy is estimated at R1,000. Cargo lost is valued at R2,875, and damaged, R1,953. No life lost.

25. **Fatte Khair.**—A British Indian kotia; of Bombay; 112 tons register; official No. 19 of 1838; age not known; bound from Uran to Bombay and Manipat near Cochin with a cargo of salt, valued at R8,532, and a crew of 7 men.

This vessel being old suddenly sprung a leak at sea off the port of Ratnagiri, Bombay coast, and as she filled rapidly with water, she sank at 12-30 noon of the 6th May before she could be brought to shore The value of the vessel is estimated at R4,000. The whole of the cargo was lost. No life lost.

26. **Mahadevi.**—A native craft; of Jodiya; about 90 tons register; official No. 6; age 21 years; bound from Jodiya to Nanania with a cargo of cotton, valued at R800, one passenger, and a crew of 7 men.

Encountered a storm at 6 A.M. of the 16th May in the Hansthal creek, gulf of Cutch, and foundered. Cargo to the value of R650 was lost and about R150 damaged. No life lost. The value of the vessel is estimated at R800.

JUNE.

27. **Cargo Boat.**—A native craft; port of registry, registered tonnage,

official number, and age not given; was in False Point harbour discharging a cargo of rice.

This cargo boat was alongside the S. S. *Vadala* on 6th June discharging her cargo consisting of 512 bags of rice when a heavy swell caused her to bump against the side of the steamer, and a plank below watermark having started, caused her to fill with water and sink. She now lies at False Point harbour, on the Orissa coast, in 5 fathoms of water about a quarter of a mile south-west of Fairway buoy, and about 6 feet of the mast above water. No life lost.

28. **Remuttee.**—A British Indian dinghy; of Kurrachee; 124 tons register; official number unknown; bound from Bombay to Calicut and Kurrachee, with a cargo of timber, valued at ₹100, and a crew of 13 men.

Encountered heavy weather off Cutch Mandvi, Sind coast, and having sprung a leak she foundered at 6 A.M. of the 8th June and was finally lost. The whole of the cargo was lost. No life lost.

29. **Ajmir** (formerly known as the *Tannadice*).—A British screw steamer of Bombay; 1,408 tons register; official No. 85040; age 14 years; bound from Zanzibar to Mombassa and Bombay with a general cargo, value not reported, and about 700 tons of sand and water ballast, and a crew of 73 men.

This vessel left Zanzibar on the 2nd June and up to the 11th idem she experienced fine weather with moderate to fresh monsoon. On the 11th June the weather became squally with heavy rain. At noon of the 14th June the sun was not visible, but it came out for a few minutes at ten or twelve minutes after noon, and the Captain and Second Officer both took an observation, which the latter characterized as "a very unreliable one." The ship was on a course N. 25° E. by compass N. 37° true, and very shortly afterwards it was altered to N. 11° E. by compass N. 23° E. true, possibly owing to some discolouration of the water having been observed and brought to the Master's notice by the Second Officer. She continued on this course until 8 P.M. The weather at this time was thick with mist, and the range of vision limited. At a few minutes before 9-15 P.M. a squall came on with rain. As the rain cleared, low-lying land was observed ahead about a point on the starboard bow. The wheel was immediately put over hard-a-starboard and within three minutes of that being done, the ship began to touch. The engines were stopped and reversed, but within a few minutes the ship was brought up having apparently bumped over the end of a reef and got into deeper water and then struck again. Great confusion arose on board amongst the passengers and the native part of the crew and efforts were made to preserve life and at the same time to extricate the ship from her position. The latter, however, proved unavailing and she now lies in Lat. 19°45′ N., Long. 72°41′ E., a total wreck off Kelvi Mohun, on the Bombay coast. The passengers and crew were saved by the ship's boats. No life lost.

A Court of Inquiry held to investigate the circumstances attending the wreck of the *Ajmere* framed the following charges against the Master:—*1st.*—That he neglected to check the ship's position from time to time by taking soundings. *2nd.*—That he knowing that the weather was hazy and that his observations were unreliable, did navigate his ship in a reckless and unseamanlike manner in not using the lead as soon as he had ascertained that the water was discoloured. In coming to a decision, the Court characterized the Master's navigation of his ship, from and after noon of the 14th June, as

extremely reckless and unseamanlike, and found him guilty of the charges framed against him. They, therefore, suspended his certificate for a period of twelve months. But in recognition of the energy displayed by him in landing his passengers and crew after the casualty had occurred, they recommended that he be granted a certificate as Chief Mate during the period of suspension of his certificate.

30. **Rehemani.**—A British Indian ganja, of Navibandar; 56 tons register; official No 135; age 4 years; bound from Bombay to Navibander with a cargo of cotton seeds, molasses, sweet oil, rice, betelnuts, turmeric, and sugar-candy, of the aggregate value of ₹2,700, and a crew of 7 men.

This vessel whilst steering towards the entrance of the Navibandar creek, Kathiawar coast, encountered a rough sea, which prevented her rudder from maintaining proper control over the vessel's course. She was drifted towards a reef of rocks where she stranded and was capsized and eventually broken to pieces at 7 A.M. of the 19th June. Cargo to the value of ₹500 was lost and about ₹1,200 worth was damaged. No life lost. The value of the vessel is estimated at ₹2,000.

31. **Thisbe.**—An Austro Hungarian screw steamer; of Trieste; 1,861 tons register; official No. 6098; age 12 years; bound from Trieste to Madras and Cocanada with a general cargo, value not reported, and a crew of 37 men.

Grounded at 7-45 P M. of the 23rd June four miles south-west of Sacramento shoal, Coromandel coast, owing to a westerly current having set the vessel thirteen miles out of her course on to the land. There was also a thick fog which prevented the land being seen and the vessel was completely wrecked and her cargo partially lost and partly damaged; value not stated. No life lost. The exact spot where casualty happened is stated to be in Lat. 16° 34′ 0″ N. Long. 32° 15′ 30″ E.

JULY.

No wrecks reported in this month.

AUGUST.

32. **Roopnarain.**—A British iron cargo flat belonging to the India General Steam Navigation Company, of Calcutta; registered tonnage and official number not given; age 11 years; bound from Patna to Monghyr and Calcutta, with a cargo of seed valued at ₹1,20,000; and a crew of 18 men.

The flat *Roopnarain*, in tow of the steamer *Sitarampur*, grounded heavily at Lattipur, river Ganges, when proceeding downstream at 10 A.M. of the 10th August; the sponson buffers of the steamer going through the side of the flat. The holds rapidly filled with water and the flat sank in about three hours from time of striking the sand; the rent in the flat's side being too large to admit of saving her. The value of the vessel is estimated at ₹38,569. Cargo to the extent of about ₹1,04,000 was totally lost. A small portion only was salved. No life lost.

33. **Huzaran.**—A British Indian dinghy, of Ketibandar; 20 tons register; official number not known; age 10 years; classed as a coasting craft; bound from Ketibandar to Kurrachee with a cargo of charcoal, value unknown, and a crew of 5 men.

This vessel left Ketibandar at 8 A.M. of the 29th August and encountering very boisterous weather, she foundered at 8 A.M. of that day off the Dubba, mouth of the Indus river, Sind coast. The whole of the cargo was lost. The value of the vessel is estimated at ₹1,200. The crew were all saved by the dinghy *Bhoosingar*.

SEPTEMBER.

34. **Cargo Boat No. 31.**—A native craft, of Balasore; 31 tons register, official No. 31; age 12 years; bound from Calcutta to Balasore with a cargo of tobacco, pitch, iron chest, and haberdashery, valued at ₹3,350, and a crew of 9 men.

This vessel sailed from Calcutta on the 5th September for the port of Balasore, and whilst crossing the bar she encountered bad weather; having lost her anchor, she stranded on a sandy shoal at a place called Kiagarianasi, one mile above Bularamgari, near the mouth of the Burrabulong river, Orissa coast, and broke in pieces. Cargo to the value of ₹1,200 was lost and about ₹550 worth damaged. The value of the vessel is estimated at ₹1,000. No life lost.

35. **Dhanprasad.**—A Portuguese Indian batel; of Goa; 89 tons register; official No. 1449; age not known; bound from Daman to Calicut with a crew of 16 men; no cargo.

This vessel was proceeding from Dahanu to Calicut on the 6th September, and on the way encountered strong winds, and parting from her anchor, she drifted on to the rocks between Gungavda, a sub-port of Dahanu, and Vudvan, Bombay coast, and broke up at midnight of the 7th idem. The value of the vessel is estimated at ₹1,521. No life lost.

36. **Sir Lancelot.**—A British wooden barque, of Bombay; 886 tons register, official No. 49556; age 30 years; bound from Bombay to Lingah and Calcutta, with a cargo of salt, weight and value unknown, and a crew of 36 men.

This vessel left Lingah for Calcutta with salt on the 11th August, calling at Muscat for fresh water and fuel. She remained here for 2 or 3 days and left again for Calcutta *viâ* Alleppy. She arrived at the latter place on the 1st September, took in some more fresh water and left for Calcutta on the 20th idem. But she never reached her destination, and has not been heard of since.

OCTOBER.

37. **Stree Ramaloo.**—A British Indian wooden brig, of Coringa; 226 tons register; official No. 8; age 31 years; bound from Naraingunge to Chittagong with a cargo of jute, value not reported, and a crew of 14 men.

Encountered a cyclone at Kangali at 4 A.M. of the 1st October on her way from Naraingunge to Chittagong, and as the gale continued to increase she dropped two anchors and both having parted she dropped a third which dragged the vessel to Badoo chur on the Chittagong coast, where she was totally wrecked. The value of the vessel is estimated at ₹3,000. The cargo lost is valued at ₹20,000. No life lost.

38. **Khalikhan Durga.**—A British Indian wooden sloop; of Chittagong; about 90 tons register; no official number; age 6 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at ₹16,265, three passengers, and a crew of 11 men.

This vessel was driven by the force of the cyclone which passed over the Chittagong coast on the 2nd October, to Rohim chur in the Sundeep channel, where she was totally wrecked at 1 P.M. of that day. The value of the vessel is estimated at ₹3,000. Cargo to the value of ₹2,000 was lost and damaged. One life lost (a boy 5 years old).

39. **Islamabad.**—A British Indian wooden schooner; of Chittagong; 83 tons register; official number not stated age 11 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at ₹11,250, sugar ₹63, onions ₹100 mustard oil ₹160, ; one passenger, and a crew of 10 men.

This vessel left Naraingunge on the 25th September and arrived at Khangalee, south of the island of Sundeep, at 6 P.M. of the 1st October, and anchored there with 45 fathoms of chain. It began blowing that night from the S E., and when it shifted to S. her chain parted at 15 fathoms. The port anchor was then let go, which held on for the night. But at 3 P.M. of the following day (2nd October,) she dragged her anchor and stranded on the west side of the island of Sundeep, south of Katha Khalee, Chittagong coast. A fresh breeze having sprung up from the S. W., and the sea running high, the vessel went to pieces; estimated value ₹6,000. The crew were saved, but the whole of the cargo was washed ashore, and only some of it was saved by Messrs. Ralli Brothers' steam-launch; value estimated at about ₹5,625. No life lost.

40. **Daria Dolut.**—A British Indian muchwa, of Gogo; 9 tons register; official No. 298; age 45 years; bound from Gogo to Surat with a crew of 4 men; no cargo.

This vessel was at anchor off the coast near the village of Suwali, gulf of Cambay, waiting for the tide; when a sudden and heavy storm came on; her anchor ropes having given way she was driven ashore and went to pieces about midnight of the 2nd October. The value of the vessel is estimated at ₹200. No life lost.

41. **Rangina Bham.**—A British Indian wooden sloop; about 72 tons register; no official number, age 15 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at ₹8,875; and a crew of 10 men.

This vessel was driven by the force of the cyclone which visited the coast of Chittagong on the 2nd October to Rohim chur, in the Sundeep channel, where she was totally wrecked at 1 P.M. of that day. The value of the vessel is estimated at ₹6,000. Cargo to the value of ₹4,437-8 was damaged. No life lost.

42. **Ranganai Kulu.**—A British Indian wooden schooner, of Chittagong; 67 tons register; official number not given; age 16 years; bound from Naraingunge to Chittagong with a cargo of jute, valued at ₹8,375, and a crew of 10 men.

This vessel sailed from Naraingunge on the 25th September and arrived on the 30th idem at Khangali shoal on the Chittagong coast. Here it began to blow from the south-east, and as it continued to do so for the next twenty-four hours, her chain parted. She then drifted with the wind and tide to abreast of Sundeep island and anchored there with the port bower and 45 fathoms of chain; and this also having parted, she struck on the north-west end of the island opposite Hatal creek and broke up at 11-30 A.M. of the 2nd October. The value of the vessel is estimated at ₹6,000. Nearly the whole of the cargo was lost. A few bales may have been recovered, but their value is not stated. No life lost.

43. **Rooparel.**—A British Indian batel of Surat; 44 tons register; official number and age not known; not classed; bound from Surat to Kalai and Calicut with a cargo of mango-wood planks valued at R1,300, and a crew of 10 men.

This vessel had proceeded on her voyage and arrived as far as Varakal about three miles north of Calicut, Malabar coast, when rough seas drove her on to the beach and broke her in pieces at 8 P.M. of the 29th October; estimated value R2,000. The cargo was partially lost; the cargo damaged is valued at R660. No life lost.

44. **Kasiprasad.**—A British Indian padow, of Broach; 51 tons register; official No. 1800; age 35 years; not classed; bound from Surat to Calicut with a cargo of paddy valued at R2,120, and a crew of 11 men.

Stranded on the beach at Varakal about three miles north of Calicut, Malabar coast, owing to rough seas, and broke in pieces at 8 P.M. of the 29th October The value of the vessel is estimated at R2,500. The cargo was partially lost; the cargo damaged is valued at R858. No life lost.

45. **Ramprasad.**—A British Indian padow; of Bulsar; 61 tons register; official No. 358; age 36 years; not classed; bound from Bilimora to Calicut with a crew of 13 men; no cargo.

Stranded at 7 P.M. of the 29th October at Varakal, three miles north of Calicut, Malabar coast, to which place she was driven by the force of the sea and broken to pieces. The value of the vessel is estimated at R3,000. No life lost.

NOVEMBER.

46. **Chanchala Prosad.**—A native craft, of Chandbally; 55 tons register; official No. 154; age 1 year and 5 months; bound from Calcutta to Chandbally with a cargo of kerosine oil, valued at R6,000, and a crew of 10 men.

This vessel sailed from Calcutta on the 2nd November and anchored at the mouth of the Panchpara river, Orissa coast, on the 7th idem, when a violent north-east wind carried away her rudder and she drifted on to a place two miles off the entrance, and sank at noon of the 8th November. The value of the boat is estimated at R900. The cargo lost is valued at R5,284. No life lost.

DECEMBER.

47. **Lord Harris.**—A British Indian wooden barque; of Coconada; 580 tons register; official No. 6 of 1891; age 40 years; riding at anchor on the Nagore roads, in ballast, and a crew of 32 men.

This vessel was riding at anchor midway between Nagore and Negapatam on the Coromandel coast, with only four watchmen on board, when heavy seas and high surfs combined with strong winds carried away the stanchions of the windlass and caused her to part from her anchors, drift ashore, and break in pieces at 7 P.M. of the 8th December. The value of the vessel is estimated at R30,000. No life lost.

48. **Shambook Huseinee.**—A Persian buggalow, of Bushire; 178 tons register; official No. 1641; age 5 years; bound from Bushire to Kurrachee and

Porbandar, with a cargo of dates and rose-water, valued at R13,066-8; and a crew of 23 men.

This vessel was at anchor in the port of Porbandar, Kathiawar coast, when the S. S. *Kola*, coming in from Cutch Mandvi, collided with her. The buggalow was struck in the forepart, which having been broken in, she filled with water and sank at 3 A.M. of the 16th December in about two hours after the collision. The accident is attributed to the buggalow having no light. The value of the vessel is estimated at R8,800. The cargo lost is valued at R13,066-8. No life lost.

49. **Padaruth.**—A British Indian padow; of Jafraabad; 26 tons register; official No. 43; age unknown; classed as a country craft; bound from Dholera to Bombay with a cargo of bones, valued at R900, and a crew of 6 men.

Grounded on a rock and capsized off Norpad, near Dahanu, on the Bombay coast, and on the setting in of the tide she filled with water and foundered with all her cargo at 5 P.M. of the 18th December. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Latiffshat*	17	British Indian dinghy	Jan. 3rd	Kurrachee	Sirganda	General, value R5,350
2	*Tuna*	86	British screw steamer	Do. 6th	Aden	Berbera	No cargo
3	*Tuskar*	1,969	Do. do.	Do. 7th	Port Said	Bombay	Coal, value not stated
4	*Kewada*	8	British Indian vessel	Do. 8th	Dharamtar	Do.	Paddy and rice, value R701.
5	*Ruparel*	13	Do. do. padow	Do. 9th	Dahanu	Broach	Babul wood, value R100
6	*Ponani*	543	British screw steamer	Do. do.	Karwar	Marmagao	General, value not stated
7	*Mazagon*	3,280	Do. do.	Do. 11th	Glasgow	Calcutta	Coal, value not stated
8	*Nairung*	2,862	Do. do.	Do. do.	Calcutta	Bombay	General, value not stated
9	*Laxmiparsad*	32	Native craft	Do. 12th	Bombay	Porbandar	Cotton seeds, jowar and wheat, value R1,470.
10	*Yubeda*	1,571	British screw steamer	Do. do.	Mauritius	Bombay	Sugar, value not stated
11	*Aden*	2,517	Do. do.	Do. 16th	London	Do.	General, value not stated
12	*Meyun*	91	Do. do.	Do. 18th	Aden	Berbera and Perim.	Do. do.
13	*Ramban*	17	British Indian muchwa	Do. 21st	Divala	Bombay	Straw, value R84
14	*Mahadevprasad*	10	Do. vessel	Do. 24th	Bhiwndy	Do.	Hay, value R150
15	*Mahadevprasad*	10	Do. do.				
16	*Ratan*	9	Do. do.	Do. 25th	Mumbra	Do.	Hay, value R200
17	*Shravan*	8	Do. do.				
18	*Alibag*	14	Native craft	Do. do.	Mangrol	Veraval and Bhevai.	Dates, valued at R350
19	*Dowlatpersad*	86	British Indian nowree	Do. 26th	Cochin	Dwarka and Kurrachee.	Timber, cocoanuts and spices, value not stated.
20	*Hariprasad*	15	Do. do. padow	Do. do.	Dahanu	Broach	Wood for fuel, value R67-8-0.
21	*Sardari*	22	Do. do. mahagiri	Do. do.	Aga Shivnarayan-prasad.	Thana	Salt, value not stated
22	*Port Adelaide*	1,301	British iron barque	Do. 31st	Barry	Amboyna and Rangoon.	In ballast
23	*Sir Robert Fernie*	2,410	British four-masted barque	February 2nd	Calcutta	Dundee	Jute, value not stated
24	*Canara*	1,216	British screw steamer	Do. do.	Do.	Bombay	General, value not stated
25	*Ruparel*	41	British Indian padow	Do. 4th	Bombay	Bhavnagar	Coal, valued at R1,160
26	*Bhavani*	14	Do. do.	Do. 5th	Vaziadurg	Bombay	Jaggery, value not stated
27	*Glenbervie*	800	British iron barque	Do. 6th	Rangoon	Elephant Point	In ballast
28	*M. Meanatchy*	1,368	British screw steamer	Do. 8th	Calcutta	Rangoon	General, value not stated
29	*Mary*	20	Do. do.	Do. do.	Locally employed	as a steam-tug	No cargo
30	*Lorenzo*	2,031	Do. do.	Do. 10th	Hull	Port Said and Bombay.	General, value not stated
31	*Narayenprasad*	16	British Indian dhony	Do. 11th	Bombay	Mitban	Rice, wheat, etc., value Rr,269.
32	*Darya Bahadur*	62	Do. do. pattimar	Do. 13th	Honavar	Bombay	Firewood, value R320
33	*Lakshmi*	24	Do. do. mahagiri	Do. do.	Anchored in the	Mahul creek	Salt, valued at R2,400
34	*Ruparel*	8	Do. do. vessel	Do. do.	At Umbergaon for	fishing purposes	.....
35	*Capella*	2,036	British screw steamer	Do. 14th	Liverpool	Calcutta	General cargo and salt, value not stated.
36	*Newby*	1,407	Do. do.	Do. 16th	North Shields	Madras	Coal, value not stated
37	*Jumna*	4	Do. jolly-boat	Do. 20th	Dharamtar	Nagothna	No cargo
38	*Parvady*	458	British Indian barquentine	Do. 22nd	Chittagong	Mauritius	Rice, value R69,363
39	*Eshwanti*	9	Do. do. muchwa	Do. 23rd	Ratnagiri	Bankot	Country chunam, value R6.-8-0.
40	*Gulabi*	8	Do. do. vessel	Do. 24th	Nagali Bhati	Bombay	Sand, value R9

Waters during the year 1895.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
At the mouth of the Dubba creek, delta of the Indus.	Sind coast	Sprung a leak.—Heavy weather	None lost	Cargo partially lost.
East of Flint island, Aden harbour	Gulf of Aden	Collision with the *Futty Salem*.—Accidental.	Do.	.....
On a sandy shoal off Ras-ul-Ara	Do.	Grounding.—Error of the Master	Do.	None lost.
On the Navapada rock, Bombay harbour	Bombay coast	Stranding.—Accidental	Do.	Cargo partially lost and partly damaged.
On a rock near Paga, at the entrance of the Dahanu creek.	Do.	Sprung a leak.—Heavy weather	Do.	Do. all lost.
At the entrance of the port of Marmagao	Do.	Collided with the *Ruparel*.—Error of the Serang.	Do.	None lost.
On the Atchipur sand	Hooghly river	Grounding.—Error of the Pilot	Do.	Do.
At Garden Reach	Do.	Do. Obstruction of the channel	Do.	Do.
Near Surat	Bombay coast	Sprung a leak.—Heavy weather	Do.	Cargo partially lost.
On the way from Mauritius to Bombay	Indian ocean	Loss of boats, etc.—Cyclone	Do.	None lost.
North wall, Victoria dock, Bombay harbour	Bombay coast	Collision with the dock wall.—Error of the Pilot.	Do.	Do.
Near the lightship in Aden harbour	Gulf of Aden	Do. with a dhow.—The dhow not exhibiting any light.	Do.	Do.
Opposite the Belapur Custom House, Panvel creek.	Bombay coast	Grounding.—Tides and currents	Do.	Cargo partly damaged.
On the northern side of the railway bridge, Thana creek.	Do.	Stranding.— Do. do.	Do.	Do. all lost.
Thana creek	Do.	Sprung a leak.—Do. do.	Do.	None lost.
On a rock, near Dhamlej	Kathiawar coast	Stranding.—Error of the Tindal	Do.	Cargo partially lost.
Off Beyt	Do. do.	Sprung a leak.—Defective construction	Do.	Do. partially lost and partly damaged.
At the entrance of the Dahanu creek	Bombay do.	Stranding.—Tides and currents	Do.	Do. nearly all lost.
On a sandbank near the Mahul creek	Do.	Do. do.	Do.	Do. partially lost and partly damaged.
Lat. 16° 10′ S., Long. 99° 50′ E.	Indian ocean	Damage to vessel.—Heavy weather	Do.	.....
At Peer Serang, after leaving Garden Reach	Hooghly river	Collision with the S. S. *Canara*.—Tides and currents.	Do.	None lost.
Do. do.	Do.	Collision with the *Sir Robert Fernie*.—Tides and currents.	Do.	Do.
On a rock at the entrance of the Dahanu creek	Bombay coast	Stranding.—Error of the Serang	Do.	Cargo partially lost.
Off Boriabandar	Do.	Collision with the "*Eshwanti*."—Heavy weather.	Do.	Do. all lost.
Lat. 14° 13′ S., Long. 80° 10′ E.	Indian ocean	Damage to vessel.—Heavy weather	Do.	.....
At the Pilot station, about 3 miles south-east of the Fairway buoy, Rangoon river.	Burma coast	Collision with the steam-tug *Mary*.—Error of the Master.	Do.	None lost.
Do. do.	Do.	Do. with the *M. Meanatchy*.—Error of the Master.	Do.	.....
Suez harbour	Red Sea	Damage to engine.—Accidental	Do.	None lost.
On the rocks at the entrance of the Mitban creek.	Bombay coast	Stranding.—Heavy weather	Do.	Cargo partly damaged.
On the bar of the Honavar creek	Do.	Sprung a leak.—Tides and current	Do.	Do. partially lost.
In the Mahul creek	Do.	Do.—Defective construction	Do.	Do.
A few miles off Umbergaon	Do.	Capsized.—Heavy weather	Do.	.....
College sand, Garden Reach	Hooghly river	Grounding.—Accidental	Do.	None lost.
Lat. 21° 24′ N., Long. 56° 12′ E.	Arabian Sea	Damage to engine.—Accidental	Do.	Do.
Near Gadab, a sub-port of Nagothna	Bombay coast	Capsized.—Heavy weather	Do.	.....
On the Guptakhally crossing, Chittagong river	Chittagong do.	Grounding.—Error of the Tindal	Do.	None lost.
On the bar of the Bankot creek	Bombay do.	Do. do. do.	Do.	Cargo partially lost.
In the Thana creek, between the Kalwa and Railway bridges.	Do. do.	Collision with a vessel unknown.—Error of the Tindal.	Do.	Do. all lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
41	*Barkati*	26	British Indian muchwa	February 24th	Mangalore	Jaygad	Tiles, value R700
42	*Durgy*	3	Do. do. dhoay	Do. 26th	Was fishing at	Manki	No cargo
43	*Sultan*	2,034	British screw steamer	Do. 27th	Calcutta	Aden and Jeddah	Rice, value not stated
44	*Masagon*	3,280	Do. do.	Do. 28th	Do.	Colombo	Coal, value not stated
45	*Dolatsagar*	13	British Indian vessel	Do. do.	Kolak	Surat	Stone metal, value R17
46	*Ruparel*	12	Do. do.	March 4th	Tarapur	Dahanu	Jaggery, sugar, etc., value R953.
47	*Scindia*	2,030	British screw steamer	Do. 5th	Calcutta	Cannanore and Mangalore.	General, value not reported
48	*Simla*	1,039	Do. do.	Do. 10th	Bombay	Bunder Abbas and Lingah.	Do. value not stated
49	*King Arthur*	1,047	Do. do.	Do. 4th	Busrah	Lingah and Bunder Abbas.	Do. value not reported
50	*Vithalprasad*	18	British Indian vessel	Do. do.	Bhiwndi	Jakhu	Rice and apta leaves, value R2,248.
51	*Borderer*	1,935	British screw steamer	Do. do.	Calcutta	Jeddah	Rice, value not reported
52	*Ramban*	11	British Indian vessel	Do. 13th	Bassein	Uran	Firewood, value R72
53	*Mohidin Cader Bux*	18	Do. schooner	Do. 15th	Pamban	Tuticorin	Paddy, value R1,600
54	*Loch Tay*	3,416	British screw steamer	Do. do.	Barry	Bombay	Coal, value not stated
55	*Nubia*	3,824	Do. do.	Do. 19th	London	Calcutta	General, value not stated
56	*Oswestry*	1,550	Do. do.	Do. 24th	Cochin	Colombo and Gopalpore.	In ballast
57	*Ruparel*	21	British Indian padow	Do. 25th	Dahanu	Dholera	Timber, value R187
58	*Bundi Batel*	29	Native craft	Do. 27th	Cutch	Mangalore	Mangalore and ridge tiles, value R495.
59	*Shahasi*	16	British Indian mahagiri	April 2nd	Was at anchor at	Kalyan	Myrabolams, value R2,700.
60	*Palitana*	1,936	British screw steamer	Do. do.	Calcutta	Rangoon	General cargo and coal, value R1,500.
61	*Fame*	320	British composite brig	Do. 5th	Lying at the Sand-Heads		No cargo
62	*City of Vienna*	3,008	British screw steamer	Do. do.	Glasgow	Calcutta	General, value not stated
63	*Dharaviprasad*	14	British Indian vessel	Do. 6th	Sopara	Bombay	Grass, value R80.
64	*Antje*	326	German schooner	Do. 9th	Calcutta	Port Natal	General, value not stated
65	*Bhagwati*	9	British Indian vessel	Do. 11th	Belapur	Bombay	Hay, value R70
66	*Purulia*	993	British screw steamer	Do. 18th	Bombay	Zanzibar	General, value not stated
67	*Gaori*	6	British Indian muchwa	Do. 22nd	Nagothna	Bandora	Firewood, value R30.
68	*Jamnaprasad*	20	Native craft	Do. 23rd	Bulsar	Porbandar	Rice and pulse
69	*Meyun*	91	British screw steamer	Do. 24th	Aden	Zeila and Bulhar	General, value not reported
70	*Erwin Rickmers*	1,383	German barque	Do. 26th	Penang	Bremerhaven	Rice, value not reported
71	*Benedick*	1,581	British screw steamer	Do. do.	Middlesboro'	Cochin	Paddy, value unknown
72	*Ethiopia*	1,302	Do. do.	Do. do.	Calcutta	Rangoon	General, value not reported
73	*Grosvenor*	517	British iron barque	Do. 28th	Colombo	Cocanada	In ballast
74	*Ruparel*	47	Native craft	Do. 29th	Bombay	Kurrachee	Rafters and ambli, value R600.
75	*Khengti*	8	British Indian muchwa	Do. 30th	Belapur	Adi	No cargo
76	*Ramaswamy*	118	Do. do. schooner	May 2nd	Akyab	Cochin and Chittagong.	In sand ballast
77	*Lalpoora*	2,124	British screw steamer	Do. 3rd	Calcutta	Colombo	General, value not reported
78	*Barak*	600	British cargo flat	Do. 12th	On harbour duty	in Calcutta	Jute, value R50,000
79	*Rungpore*	1,000	Do. do.	Do. do.	In Calcutta		Not stated
80	*Syed Mohomed Begary*	53	British Indian schooner	Do. do.	Cochin	Tuticorin and Jaffna.	No cargo

Waters during the year 1895—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
On a water covered rock, within a mile from Udipi.	Malabar coast . .	Grounding.—Error of the Tindal . .	None lost .	Cargo all lost.
About 7 miles from the Manki shore, North Canara.	Bombay do. . .	Collision with a kotia.—Error of the Tindal.	1 life lost .	.. ...
In the inner harbour of Jeddah	Red Sea . . .	Stranding.—Tides and currents . .	None lost .	Cargo partly damaged.
Off Garden Reach	Hooghly river .	Collision with the S. S. *Africa*.—Error of the Harbour Master.	Do. .	None lost.
About a mile from the western side of the Kosamba light-house.	Bombay coast .	Foundering.—Heavy weather . . .	Do. .	Cargo all lost.
At the mouth of the Tarapur creek . . .	Do. .	Grounding.— Do. . . .	Do. .	Do. partially lost and partly damaged.
Mangalore light bearing N. × E. ½ E. . .	Malabar do. .	Collision with a batela.—The batela not exhibiting lights.	Do. .	None lost.
Off Henjam island, in Lat. 26° 31′ N., Long. 55° 51′ E.	Persian gulf .	Do. with the *King Arthur*.—Not exhibiting lights.	Do. .	Do.
Do. do. do. .	Do. .	Do. with the *Simla*.—The *King Arthur* not exhibiting light.	Do. .	Do.
About 30 miles west of Dwarka . . .	Kathiawar coast .	Damage to vessel.—Heavy weather . .	Do. .	Do.
On the Katah Kidan reef, Lat. 20° 56′ N., Long. 39° 08′ E.	Red Sea . . .	Stranding.—Tides and currents . .	Do. .	Do.
On a rock in the Thana creek, on the northern side of the railway bridge.	Bombay coast .	Sprung a leak.— Do. . . .	Do. . .	Cargo all lost.
On the Seltine rocks in the inner harbour of Tuticorin.	Gulf of Manar .	Stranding.—Defective construction . .	Do. . .	Do. partially lost and partly damaged.
Lat. 13° 59′ N., Long. 51° 23′ E. . . .	Arabian Sea .	Collision with a buggalow.—Not exhibiting light.	Do . .	None lost.
Ras Innam.	Red do. .	Stranding.—Error of the Master . .	Do. .	Do.
Lat. 15° 11′ N., Long. 88° 33′ E. . . .	Bay of Bengal .	Damage to engine.—Unknown . .	Do. . .	.....
On a rock near Dahanu Bara	Bombay coast .	Stranding.—Heavy weather . . .	Do. . .	Cargo partially lost.
Near Surat, on her way to Porbandar . .	Do. .	Foundering.— Do. . . .	Do. . .	Do. do
In the Kalyan creek	Do. .	Damage to vessel.—Defective construction	Do. . .	Do. partially lost and partly damaged.
At Moyapore Reach	Hooghly river .	Grounding.—Accidental . . .	Do. . .	None lost.
At the Sandheads	Bay of Bengal .	Collision with the *City of Vienna*.—Error of the Master.	Do. . .	.....
Do. do.	Do. .	Do. with the Pilot-brig *Fame*.—Error of the Master of the steamer.	Do. . .	None lost.
At Kolshet, near the Tansa Water works, Thana creek.	Bombay coast .	Stranding.—Tides and currents . .	Do. . .	Cargo all lost.
At Garden Reach	Hooghly river .	Grounding.—Error of the Tug Master .	Do. . .	None lost.
On a rock in the Panvel creek . . .	Bombay coast .	Stranding.—Heavy weather . . .	Do. . .	Cargo all lost.
Whilst lying at anchor in Aden harbour .	Gulf of Aden .	Fire.—Unknown	Do. . .	None lost.
A mile's distance from Worli	Bombay coast .	Foundering.—Heavy weather . .	Do . .	Cargo partially lost.
At Madhwar near Surat	Do. .	Do. do.	Do. . .	Do. do.
In Bulhar harbour	Gulf of Aden .	Collision with a cargo boat.—Error of Tindal.	Do. . .	None lost.
In Akyab harbour	Burma coast .	Do. with the S. S. *Benedick*.—Cyclone.	Do. . .	Do.
In the Kaladan river loading berth, Akyab harbour.	Do. .	Collision with the *Erwin Rickmers*.—Cyclone.	Do. . .	Do
In Lat. 16° 46′ N., Long. 91° 50′ E. . .	Bay of Bengal .	Damage to engine.—Cyclone . .	Do. . .	Do.
On Sacramento shoal	Coromandel coast .	Stranding.—Bad look out . . .	Do. . .	.....
Near Dwarka	Kathiawar do. .	Sprung a leak.—Heavy weather . .	Do. . .	Cargo partially lost.
On the bar of the Adi creek	Bombay coast .	Stranding.—Error of the Tindal . .	Do . .	.....
South bank of the Cochin river . . .	Malabar do. .	Do.— Tides and currents . .	Do. . .	.....
On Crocodile rock, off Cadiapatam light-house .	Coromandel do. .	Do. do. . . .	Do, . .	None lost.
Near the Hooghly bridge	Hooghly river .	Collision with the *Rungpore*.—Accidental.	Do. . .	Do.
Do. do.	Do. .	Do. with the *Barak*.—Accidental .	Do. . .	Do.
In the Podma channel, Palli island . . .	Gulf of Manar .	Grounding.—Error of the Tindal . .	Do. . .	.....

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
81	*Daryaban*	9	British Indian vessel	May 12th	Panvel	Bombay	Bricks, value R28
82	*Lakshmi*	9	Do. muchwa	Do. do.	Kumta	Shirali	Grain, copper pots, coloured piece-goods, value R725.
83	*Khatanpasa*	181	Do. ganja	Do. 14th	Cochin	Bombay	Poonac, coir rope, coir yarn, bamboo mats, oil, value R5,073.
84	*Hariprasad*	14	Do. vessel	Do. 15th	Kalyan	Bassein and Mahuva.	Rice, wheat, and myrabolams, value R462.
85	*Jamnaprasad*	10	Do. padow	Do. 16th	Bombay	Manori	English coal powder, value R56.
86	*Maklyakhadi*	6	Do. vessel	Do. 17th	Nagothna	Mandwa	Teakwood rafters, value R120.
87	*Macheri Dhanaprasad*	7	Do. padow	Do. 19th	Daman	Mahim	No cargo
88	*Tuskar*	1,969	British screw steamer	Do. 20th	Kurrachee	Marseilles	Seeds, hides, cotton and bones, value not stated.
89	*Miramadam*	67	British Indian dhony	Do. 24th	Pamban	Negapatam	Coral stones, value not stated.
90	*Suryaban*	17	Do. muchwa	Do. 29th	Belapur	Bombay	Hay, value R90
91	*Baliraj*	9	Do. mahagiri	Do. 31st	Bombay	Manori	Coal powder, oil and white paint, value R74.
92	*Milton Stuart*	3,155	British four-masted barque	June 6th	New York	Calcutta	Kerosine oil, value not stated.
93	*Foulah*	1,040	French screw steamer	Do. 19th	Suez	Majunga	Stores, value not stated
94	*Mahratta*	3,689	British Do.	Do. do.	Calcutta	Colombo and Dundee.	Jute, value not stated
95	*Laxmi*	7	British Indian hodi	Do. 23th	Bombay	Mandwa, Revdanda.	No cargo
96	*Vasna*	482	British screw steamer	July 13th	Negapatam	Colombo	General cargo and coal, value not stated.
97	*Saint Enoch*	2,746	Do. do.	Do. do.	Cardiff	Suez and Aden	Coal, value not stated
98	*Saint Andrews*	2,009	Norwegian screw steamer	Do. 18th	Colombo	Port Said	General, value not stated
99	*Burma*	2,004	Austro-Hungarian screw steamer.	Do. 20th	Fiume	Batoum and Manilla.	Kerosine oil, value not stated.
100	*Afridi*	2,353	British screw steamer	Do. 24th	Liverpool	Suez and Penang	General, value not stated
101	*Fyzool Rubhany*	21	British Indian schooner	Do. 25th	Pamban	Kilakarai and Tuticorin.	Paddy, value R1,500
102	*Shahjehan*	1,065	British screw steamer	Do. 26th	Calcutta	Port Blair	General, value not stated
103	*Boat No. 10*	22	British Indian dhony	Do. 28th	Vaïnukaw	Tuticorin	Firewood, value R136
104	*Lakshmi*	6	Do. vessel	Do. 31st	Utan	Bandra	Fresh vegetables, value R30.
105	*Virawa*	2,158	British screw steamer	August 3rd	Calcutta	Melbourne	Coal, value not reported
106	*Shahzada*	1,046	Do. do.	Do. 4th	Do.	Rangoon	Coal and a general cargo, value not reported.
107	*Kinari*	96	Do. do.	Do. 6th	Gewankhally	Calcutta	Cloth, brass ware and silk, value not reported.
108	*Dalmatia*	2,109	Do. do.	Do. 7th	Calcutta	London	General, value not reported.
109	*Gorsedd*	2,451	Do. do.	Do. 9th	Barry	Singapore	Coal value not reported
110	*Canara*	1,216	Do. do.	Do. 11th	Calcutta	Rangoon	General, value not stated
111	*Argomene*	1,579	British-iron ship	Do. 12th	Liverpool	Do.	Salt, value not stated
112	*Akawan*	1	British Indian tony	Do. 16th	Thana	Pir Paula and Bombay.	No cargo
113	*Landaura*	2,148	British screw steamer	Do. 22nd	Calcutta	Bombay	General, value not reported
114	*Knight Companion*	2,593	Do. do.	Do. do.	Singapore	Calcutta	In water ballast
115	*Aymestry*	1,953	Do. do.	Do. 23rd	South Shields	Colombo and Calcutta.	Petroleum, value not reported.
116	*Banda*	2,015	German screw steamer	Do. 24th	Calcutta	Hamburg	General, value not stated
117	*Ethiopia*	1,302	British screw steamer	Do. 26th	Do.	Moulmein	Do, do.
118	*Tuna*	85	Do. do.	September 4th	Aden	Zeila	Do. do.
119	*Mohiddeen Bux*	106	British Indian brig	Do. 5th	Jaffna	Cocanada and Killakarai.	Paddy, value not stated
120	*Mehomed Sumshuddeen Sadaria.*	161	Do. schooner	Do. do.	Negapatam	Cocanada and Kulasekharapatam.	Do., value R6,000

Waters during the year 1895—continued.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Hog island, Belapur creek	Bombay coast	Sprung aleak.—Heavy weather	None lost	Cargo all lost.
On the bar of the Shirali creek	Do.	Stranding.— Do.	Do.	Do. partially lost and partly damaged.
On the high seas, between Tellicherry and Cannanore.	Malabar do.	Sprung aleak.— Do.	Do.	Do. partially lost.
Opposite Kelwa bandar	Bombay do.	Do. do.	Do.	Do. do.
At the mouth of the Manori creek	Do.	Stranding.—Error of the Tindal	Do	Do. do.
On the Mohul rock, in the Karanja creek	Do.	Do.— Heavy weather	Do.	Do. partially lost.
On a rock off Shirgaon, a sub-port of Satpatee.	Do.	Do.— Error of the Tindal	Do.	.....
On the Three-foot rock south-west of Hanish	Red sea	Do.— Tides and currents	Do.	Cargo partially lost and partly damaged.
Two miles north of Tapitorai	Coromandel coast	Sprung aleak.—Old and worn out	Do.	Do. partially lost.
At Naringe, in the Belapur creek	Bombay do.	Do.— Heavy weather	Do.	Do. all lost.
Near the mouth of the Manori creek	Do. do.	Capsized.— Do.	Do.	Do. do.
Lat. 40° S., Long. 38° E.	Indian ocean	Damage to ship.—Do.	Do.	Do. partially lost.
At the port of Perim	Red sea	Do. to engine.—Unknown	Do.	None lost.
One mile off Perim Island	Do.	Fire.—Spontaneous combustion	Do.	Cargo partly damaged.
Off the Revdanda bar	Bombay coast	Capsized.—Heavy weather	1 life lost	.....
On the island of Rameswaram	Ceylon do.	Grounding.—Error of the Master	None lost.	None lost.
On Perim island, Lat. 12° 36′ 30″ N., Long. 43° 24′ 10″ E.	Red sea	Stranding.—Heavy weather	Do.	Unknown.
About 18 miles from Aden	Gulf of Aden	Do.— Tides and currents	Do.	None lost.
On the northern beach of Perim island	Red sea	Do. do.	Do.	Do.
Lat. 14° 17′ N., Long. 42° 30′ E.	Do.	Damage to engine.—Unknown	Do.	Do.
On the Seltine rocks, inner harbour of Tuticorin.	Gulf of Manar	Stranding.—Heavy weather	Do.	Cargo partially lost.
On the eastern bank of the Moyapore crossing	Hooghly river	Grounding.—Tides and currents	Do.	None lost.
In the inner harbour of Tuticorin	Gulf of Manar	Capsized.—Heavy weather	Do.	Cargo partially lost.
Off Bandra, close to Mount Mary	Bombay coast	Do. do.	Do.	Do. all lost.
Off Brooking Street wharf, Rangoon river	Burma do.	Collision with the mooring buoy.—Tides and currents.	Do.	None lost.
At the Phayre Street wharf, Rangoon river	Do. do.	Do. with the Phayre Street wharf.—Tides and currents.	Do.	Do.
Abreast of the village of Fulta	Hooghly river	Do. with the *Ellora*.—Error of the Serang.	Do.	Do.
Lat. 16° 24′ N., Long. 87° 35′ E.	Bay of Bengal	Damage to engine.—Unknown	Do.	Do
Lat. 17° 51′ N., Long. 40° 30′ E.	Red sea	Stranding.—Accidental	Do.	Do.
In the Rangoon river	Burma coast	Collision with cargo boat No. 122.—Error of the Tindal.	Do.	Do.
Off the Pegu saw-mills, Rangoon river	Do. do.	Grounding.—Error of the Pilot	Do.	Do.
In the Thana creek	Bombay do.	Capsized.—Heavy weather	Do.	.....
At Mud Point	Hooghly river	Loss of anchor and chain.—Accidental	Do.	None lost.
On Atchipore Reach	Do.	Grounding.—Tides and currents	Do.	Do.
Above Fulta Point	Do.	Do. do.	Do.	Do.
On Jarmaker's Reach	Do.	Do. do.	Do.	Do.
Spark's Street buoy, Rangoon river	Burma coast	Collision with Spark's Street buoy—Error of the Master.	Do.	Do.
Lat. 11° 22′ N., Long. 43° 30′ E.	Gulf of Aden	Stranding.—Tides and currents	Do.	Do.
Near Nursapore Point	Coromandel coast	Damage to vessel.—Cyclone	Do.	Cargo partially lost and partly damaged.
Do. do.	Do. do.	Do. to cargo.— Do.	Do	Do. partially lost.

Number.	Name of vessel.	Tonnage.	Flag and rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
121	*Thakara Allum*	188	British Indian barque	September 5th	Porto Novo	Cocanada and Negapatam.	Paddy, value not stated
122	*Dharialutchmy*	152	Do. brig	Do. do.	Cocanada	Tuticorin	Do. and castor oil, value R8,000.
123	*Nawab*	2,041	British screw steamer	Do. do.	Calcutta	Madras	General, value not stated
124	*Naderi*	1,169	Do. do.	Do. 15th	At Bombay	harbour	Do., value not reported.
125	*Shahzada*	1,046	Do. do.	Do. 20th	Calcutta	Rangoon and Moulmein.	Do., value not stated
126	*Mohidin Sagool Hamid Bux.*	35	British Indian schooner	Do. do.	Pamban	Pasalai and Tondi.	Palmyra rafters and a general cargo, value not reported.
127	*Ethiopia*	1,302	British screw steamer	Do. do.	Calcutta	Rangoon	General, value not reported
128	*Darius*	2,130	Do. do.	Do. 22nd	Do.	Australia *viâ* coast ports.	Do., value not stated
129	*Bombay*	2,049	Do. do.	Do. 23rd	Do.	Colombo and the Red sea.	Do., value not reported
130	*Aden*	60	British Indian schooner	October 2nd	Naraingunge	Chittagong	Jute, value R10,875
131	*Solomon Shah*	50	Do. do.	Do. do.	Chittagong	Naraingunge	Salt, value not reported
132	*Vimaleshvar Mahalakshmi.*	2	British Indian vessel	Do. 4th	Kumta	Honavar	No cargo
133	*Yeshwanty*	9	Do. do. muchwa	Do. 17th	Calicut	Mangalore	General, value R1,484
134	*Salamati*	41	Native craft	Do. 20th	Bombay	Porbandar	Cotton seeds, value R2,064.
135	*Knight Bachelor*	4,092	British screw steamer	Do. do.	Calcutta	Dundee	Jute, value not reported
136	*Ally Muduck*	46	British Indian batel	Do. 21st	Carwar	Goa and Kurrachee.	Cocoanuts and bamboos, value not known.
137	*Ruparel*	17	Do. do. padow	Do. 24th	Tarapur	Cambay	Rice and paddy, value R1,550.
138	*Larnaca*	1,492	British screw steamer	Do. do.	Calcutta	Boulogne	Jute, value not stated
139	*Sauton*	32	British Indian pattimar	Do. 27th	Murdeshwar	Bombay	Firewood and coir, value R300.
140	*Hanamant Prasad*	13	Do. do. muchwa	Do. do.	Honavar	Do.	Firewood, value R64.
141	*Mount Sirion*	2,116	British screw steamer	Do. do.	Sunderland	Calcutta	Horses and a general cargo, value £20,000.
142	*Hariprasad*	42	British-Indian padow	Do. 30th	Bulsar	Calicut	No cargo
143	*Godavary Prasad*	51	Do. do.	Do. do.	Mutvad	Do.	Do.
144	*Per Prasad*	26	Portuguese Indian batel	November 2nd	Kalyan	Bombay	Earthen bricks, value R136
145	*Scottish Hero*	1,287	British screw steamer	Do. 10th	Blyth	Do.	General, value not reported
146	*Clitus*	1,588	Do. do.	Do. do.	Calcutta	Penang	Do. do
147	*Chandraban*	9	British Indian vessel	Do. 13th	Jaskhar	Bombay	Paddy, value R522
148	*Laxmi*	6	Do. do.	Do. do.	Bombay	Antora	Clothing, value not reported
149	*Agapanthus*	2,866	British screw steamer	Do. 18th	Calcutta	Singapore	Coal, value not stated.
150	*Vidya Sankar*	26	Do. Indian vessel	Do. 21st	Mora	Bombay	Salt, value R2,344-14-0
151	*Boat No. 25*	10	Do. do., cargo boat	Do. 26th	Pamban	Tuticorin	Cocoanuts, value R150.
152	*Fultala*	2,692	British screw steamer	Do. 27th	Calcutta	Rangoon	Coal, value not stated
153	*Kridan*	927	French do.	December 5th	Madras	Calcutta	General, value not stated
154	*Ava*	2,512	British do.	Do. do.	Rangoon	Perim and Liverpool.	Rice-meal, cutch, hides and teak, value not stated.
155	*Tuna*	85	Do. do.	Do. do.	Aden	Zeila	General, value not stated
156	*Thalatta*	1,748	Do. iron ship	Do. 12th	Hamburg	Rangoon	Do. and salt, value not stated.
157	*Sakarkhady*	9	British Indian muchwa	Do. 16th	At anchor at the	Kalyan wharf	Cotton seeds, valued at R527-8-0.
158	*Lady Havelock*	322	British screw steamer	Do. 19th	Colombo	Jaffna	General, value not stated
159	*Hampstead*	1,448	Do. do.	Do. 21st	Calcutta	Fiume	Jute, value not stated
160	*Bullmouth*	2,607	Do. do.	Do 22nd	Do.	Do. and Trieste	Do. do.
161	*Kangra*	1,478	Do. do.	Do. 26th	Rangoon	Barwalli	General, value not reported
162	*Kadria*	65	Native craft	Do. 27th	Calicut	Jodia	Timber, bamboos, coir strings, etc., value R1,217.
163	*Darya Daulat*	58	British Indian pattimar	Do. 29th	Was at Mora	bandar	Salt, value R5,832

Waters during the year 1895—concluded.

Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Off Nursapore Point	Coromandel coast	Damage to ship.—Cyclone	None lost	Cargo partially lost.
South of Nursapore Point	Do. do.	Do. do. do.	Do	Do. and partly damaged.
On a mud flat on the western gut James and Mary's.	Hooghly river	Grounding.—Defective steering gear	Do.	None lost.
Princess dock, Bombay harbour	Bombay coast	Collision with the dock wall.—Tides and currents.	Do.	Do.
On the Liffey sand, Rangoon river	Burma do.	Grounding.—Error of the Pilot	Do.	Do.
East of Rameswaram	Gulf of Manar	Capsized.—Heavy weather	Do.	Cargo partially lost and partly damaged.
At the Spit Tongue buoy, Rangoon river	Burma coast	Collision with the Spit Tongue buoy.—Accidental.	Do.	None lost.
On the Mooneekhally sand	Hooghly river	Grounding.—Defective steering gear	Do.	Do.
On the Moyapore bar	Do.	Do. do.	Do.	Do.
On Toom chur	Chittagong coast	Stranding.—Cyclone	Do.	Do.
On the Narsingpora chur	Do.	Do. Do	Do.	Cargo all lost.
At the mouth of the Honavar creek	Bombay do.	Capsized.—Heavy weather	Do.	.....
Off the port of Kasargod	Do.	Damage to vessel.—Tides and currents	Do.	Cargo partially lost and partly damaged.
On a reef, outside the Porbandar Bara	Kathiawar do.	Grounding.—Heavy weather	Do.	Do. partially lost.
At Poonjallee	Hooghly river	Do. —Tides and currents	Do.	None lost.
On Prong's reef, Bombay harbour	Bombay coast	Stranding.—Heavy weather	Do.	Cargo partially lost and partly damaged.
At the mouth of the Kalai creek	Do.	Capsized.—Do.	Do.	Do. do.
On the Bellary bar	Hooghly river	Grounding.—Error of the Pilot	Do.	None lost.
On a sandbank, off Kasargod, near the bar of the Honavar creek.	Bombay coast	Do. Heavy weather	Do.	Cargo partially lost.
Do. do.	Do.	Capsized.—Do.	Do.	Do. all lost.
At Saugor island	Hooghly river	Damage to engine.—Defective material	Do.	None lost.
About 3 miles north of Calicut	Malabar coast	Stranding.—Tides and currents	Do.	.....
Do. do.	Do.	Do. Do.	Do.	.....
About 4 miles from Kalyan	Bombay do.	Do. —Error of the Tindal	Do.	Cargo partially lost.
At Ras Abuderaj	Red sea	Grounding.—Tides and currents	Do.	None lost.
On the Moyapore bar	Hooghly river	Do. —Error of the Pilot	Do.	Do.
Near Shewa, in the Mora creek	Bombay coast	Do. —Tides and currents	Do.	Cargo partially lost and partly damaged.
At Akadevi, a sub-port of Antora bandar	Do.	Stranding.—Do.	Do.	Do.
At Fisherman's Point	Hooghly river	Loss of anchor and chain—Tides and currents	Do.	None lost.
On the bank of the Navikhadi creek	Bombay coast	Stranding.—Do.	Do.	Cargo partially lost.
On the north-west ledge of the Seltine rocks	Ceylon do.	Do. Heavy weather	Do.	Do. do.
On the edge of the Caffree sand	Hooghly river	Grounding.—Error of the Tindal in charge of the cargo boats.	Do.	None lost.
On the flat below Hope's Obeliak, Western gut, James and Mary's.	Do.	Do. —Error of the Tindal of the cargo boat.	Do.	Do.
On Motha south shoal.	Red sea	Do. —Error of the Master	Do.	Do.
Near the Zeila inner buoy	Gulf of Aden	Do. —Tides and currents	Do.	Do.
Elephant Point, Rangoon river	Burma coast	Collision with the Lower Middle Bank buoy.—Accidental.	Do.	Do.
Near the Kalyan wharf	Bombay do.	Sprung aleak.—Old and worn out	Do.	Cargo partly damaged.
Off Shingle island, entrance to the port of Pamban.	Gulf of Manar	Grounding.—Error of the Master	Do.	None lost.
At Garden Reach	Hooghly river	Do. —Error of the Pilot	Do.	Do.
At No. 3 berth, Kidderpore docks	Do.	Fire.—Accidental	Do.	Cargo partly damaged.
In lat. 16° 8′ N., Long. 92° 48′ E.	Bay of Bengal	Damage to engine.—Accidental	Do.	None lost.
At the mouth of the Surat creek	Bombay coast	Stranding.—Accidental	Do.	Cargo partially lost.
At Mora bandar	Do.	Sprung aleak.—Tides and currents	Do.	Do. do.

NOTES TO ACCOMPANY CASUALTY STATEMENT FOR 1895.

JANUARY.

1. **Latiffshai.**—A British Indian dinghy; of Kurrachee; 17 tons register; official No. 1480-C; age 15 years; classed as a country craft; bound from Kurrachee to Sirganda with a general cargo, valued at ₹5,350, eight passengers, and a crew of 7 men.

Encountered strong winds and heavy rains at 8 P.M. of the 3rd January and sprung aleak at the mouth of the Dubba creek, delta of the Indus, Sind coast. She was damaged to the extent of ₹200, and cargo to the amount of ₹130 had to be jettisoned. No life lost.

2. **Tuna.**—A British screw steamer; of Bombay; 85 tons register; official No. 53527; age 10 years; classed at Lloyd's A.I.I.; bound from Aden to Berbera with a crew of 25 men; no cargo.

This vessel was moored at the buoy, east of Flint island, Aden harbour, at 3-30 P.M. of the 6th January when the buggalow *Futty Salem* having come too close to her struck her on the starboard side and carried away her stanchions, awnings, and flagstaff; value not stated. No life lost.

3. **Tuskar.**—A British screw steamer; of London; 1,969 tons register; official No. 101950; age 3 years; classed at Lloyd's, 100 A. I.; bound from Port Said to Bombay, with a cargo of coals value not stated, and a crew of 25 men.

Grounded on a sandy shoal off Ras-ul-Ara, about 12° 34' N., Long. 44° E., gulf of Aden, at 7-35 A.M. of the 7th January. The vessel sustained no damage. No loss of cargo. No life lost. The accident is attributed to an error of the Master.

4. **Kewada.**—A British Indian vessel; of Pen; 8 tons register; official No. 940; age 30 years; classed as a country sailing craft; bound from Dharamtar to Bombay with a cargo of paddy and rice, valued at ₹701; and a crew of 5 men.

While the vessel was on her voyage to Bombay she stranded on the Navapada rock, Karanja creek, Bombay harbour, at noon of the 8th January, and as she capsized she was damaged to the extent of ₹30. Some of the cargo was washed overboard, value ₹316; and some were damaged, value ₹150. No life lost.

5. **Ruparel.**—A British Indian padow; of Broach; 13 tons register; official No. 1805; age 65 years; bound from Dahanu to Broach with a cargo of babul wood, valued at ₹100, and a crew of 5 men.

Encountered strong winds at 4 A.M. of the 9th January, and having struck against a rock near Paga, at the entrance of the Dahanu creek, Bombay coast,

she sprung aleak, and as she swamped she lost her tackle and other articles to the value of R200. The whole of the cargo was lost. No life lost.

6. **Ponani.**—A British screw steamer, of Bombay; 543 tons register; official No. 96051; age 6 years; classed at Lloyd's 100 A.I.; bound from Karwar to Marmagao with a general cargo, value not reported; and a crew of 47 men.

Collided with the *Ruparel*, a batel of Surat, of 40 tons register, at 4-30 A.M. of the 9th January as she was nearing the entrance of the port of Marmagao, Bombay coast. The batel was sighted right ahead and close to standing across the steamer's bows from port to starboard, and although the engines were at once put full speed astern and the helm a-starboard, the bluff of the starboard bow collided with the starboard quarter of the batel and damaged the steamer to the extent of about R200. No damage to cargo. No life lost.

7. **Mazagon.**—A British screw steamer; of Glasgow; 3,280 tons register; official No. 104541; age 6 months; bound from Glasgow to Calcutta and Bombay with a cargo of coal, value not stated; and a crew of 85 men.

Grounded on the Atchipur sand, river Hooghly, as she was proceeding down under pilotage charge at 10-55 A.M. of the 11th January. She was floated off again with the assistance of the anchor on the following tide, and as she sustained no injury she proceeded on her voyage. The accident is attributed to an error of the Pilot. No damage to cargo. No life lost.

8. **Nairung.**—A British twin-screw steamer, of Liverpool; 2,862 tons register; official No. 102051; age 3 years; classed at Lloyd's 100A.I.; bound from Calcutta to Bombay with a general cargo, value not stated, and a crew of 83 men.

Owing to the vessel's bottom having touched some obstruction in the bed of the Hooghly river she rolled slightly when turning round at Garden Reach to proceed to sea under pilotage charge on the 11th January. The vessel sustained no injury. No damage to cargo. No life lost.

9. **Laxmiparsad.**—A native craft; of Porbandar; 32 tons register; official No. 114; age 9 years; classed as a dinghy; bound from Bombay to Porbandar with a cargo of cotton seeds, jowar, and wheat, valued at R1,470; and a crew of 6 men.

This vessel sailed from Bombay on the morning of the 8th January and at 11 P.M. of the 12th idem she experienced very bad weather, near Surat, Bombay coast. She sprung aleak and had two of her sails torn, valued at R50. To save the vessel from sinking about 172 bags of cotton seeds had to be thrown overboard, value R260. The remainder of the cargo were brought safely away and delivered to the owners. No life lost.

10. **Jubeda.**—A British screw steamer; of Bombay; 1,571 tons register; official No. 68408; age 22 years; bound from Mauritius to Bombay with a cargo of sugar, value not stated; 63 passengers; and a crew of 74 men.

Encountered a cyclone in the Indian ocean on the 12th January shortly after leaving the Mauritius, Indian ocean, and lost four boats, her steam pipe coverings, and a portion of her bulwarks, etc. The value of the damage is not stated. No loss of cargo; but a portion of it was damaged. No life lost.

11. **Aden.**—A British screw steamer, of Middlesboro'; 2,517 tons register; official No. 98775; age 3 years; classed at Lloyd's 100 A. I.; bound from

London to Bombay with a general cargo, value not stated; and a crew of 84 men.

This vessel whilst entering the Victoria dock at Bombay under pilotage charge at noon of the 16th January collided with the north wall of the dock and had her stem and bow plates damaged; value not reported. The accident is attributed to an error of the Pilot. No damage to cargo. No life lost.

12. Meyun.—A British screw steamer, of Greenock; 91 tons register; official No. 93207; age 7 years; classed at Lloyd's 100 A. 1.; bound from Aden to Berbera and Perim with a general cargo, value not reported; 15 passengers; and a crew of 22 men.

Collided with a dhow near the lightship in Aden harbour at 7-45 P.M. of the 18th January and sustained slight damages; value not reported. The accident is attributed to the dhow not showing any light. No loss of cargo. No life lost.

13. Ramban.—A British Indian muchwa; of Thana; 17 tons register; official No. 7,213; age 42 years; classed as a country sailing craft; bound from Divala to Bombay, with a cargo of straw, valued at R84; and a crew of 8 men.

Grounded during the ebb tide at 6-30 P.M. of the 21st January in the Panvel creek, Bombay coast, opposite the Belapur custom house, and lay on one side in the mud, and on the tide coming in she filled with water, but otherwise sustained no injury. Cargo to the value of R24 was damaged. No life lost.

14. Mahadevprasad.—A British Indian vessel; of Rai; 10 tons register; official No. 1991; age 24 years; classed as a country craft; bound from Bhiwndi to Bombay, with a cargo of hay; and a crew of 6 men.

15. Mahadevprasad.—A British Indian vessel, of Thana; 10 tons register; official No. 6,271; age 7 years; bound from Bhiwndi to Bombay with a cargo of hay, and a crew of 6 men.

Both the above vessels bearing the same name were tied close together on the northern side of the Railway bridge, Thana creek, Bombay coast, and at 1 A.M. of the 24th January strong winds and the force of the tide dashed the vessels violently against some rocks, and as they shipped water the whole of the cargo was lost, value R150. The damage to the vessel is estimated at R5. No life lost.

16. Ratan.—A British Indian vessel; of Panvel; 9 tons register; official No. 2988; age 31 years; bound from Mumbra, a sub-port of Thana, to Bombay with a cargo of hay; and a crew of 5 men.

17. Shravan.—A British Indian vessel, of Panvel; 8 tons register; official No. 3543; age 42 years; bound from Mumbra, a sub-port of Thana, to Bombay; with a cargo of hay; and a crew of 6 men.

Both these vessels were lying in the Thana creek, Bombay coast, and at 1-30 P.M. of the 25th January they sprung aleak owing to the wooden supports of the masts having pierced through the bottom of these vessels by the pressure exerted by the weight of their cargo of hay. The damage is estimated at R15. No loss of cargo. No life lost.

18. Alibag.—A native craft; of Mangrol; 14 tons register; official No. 111 of 1894; age about 30 years; not classed; bound from Mangrol to Veraval and Bherai with a cargo of dates, valued at R350, two passengers, and a crew of 3 men.

This vessel sailed from Veraval at midnight of the 25th January and at 2 A.M. of the 26th idem when she arrived at Dhamlej she encountered strong winds, and the Tindal having lost control of the helm she became unmanageable, and to set her right some of the cargo had to be jettisoned; value R102-8. The vessel then stranded on a rock near Dhamlej, Kathiawar coast, and on the remainder of the cargo being discharged she floated off again. The value of the damage to the vessel is estimated at R40. No life lost.

19. **Dowlatpersad.**—A British Indian nowree, of Dwarka; 86 tons register; official number not known; age 5 years; classed as a coasting craft; bound from Cochin to Dwarka and Kurrachee; with a cargo of timber, cocoanuts, spices, etc., value not stated; and a crew of 8 men.

Sprung aleak on the 26th January off Beyt, Kathiawar coast, owing to two seams of the vessel having opened out. The vessel was beached and on being repaired at Beyt she proceeded on her voyage. The cargo was partly lost and partially damaged; value not known. No life lost.

20. **Hariprasad.**—A British Indian padow, of Bulsar; 15 tons register; official No. 1771; age 19 years; classed as a country craft; bound from Dahanu to Broach with a cargo of wood for fuel, valued at R67-8; and a crew of 6 men.

Encountered strong winds and tide at midnight of the 26th January which drove her on a rock at the entrance of the Dahanu creek, Bombay coast, and capsized her. The vessel sustained no injury; but nearly the whole of the cargo was lost; value R65-8. No life lost.

21. **Sardari.**—A British Indian mahagiri, of Uran; 22 tons register; official No. 2023; age 35 years; classed as a country sailing craft; bound from Aga Shivnarayanprasad to Thana, with a cargo of salt, value not stated; and a crew of 6 men.

The vessel started on her voyage but was carried out of her course by the force of a strong ebb tide and she struck on a sandbank near the Mahul creek, Bombay coast, at midnight of the 26th January. She sustained no injury; but cargo of the value of R2-8 was lost and about R131-8 was damaged. No life lost.

22. **Port Adelaide.**—A British iron barque; of Glasgow; 1,301 tons register; official No. 87718; age 12 years; classed at Lloyd's 100 A. I.; bound from Barry to Amboyna and Rangoon, in ballast, and a crew of 25 men.

Encountered a hurricane and a heavy cross sea, in the Indian ocean, on the 31st January, when in Lat. 16° 10′ S., Long., 99° 50′ E. She damaged her fore topmast, parallel of topsail yard; broke two boats, wheel box, main rail, etc., and had several of her sails blown away; value not reported. No life lost.

FEBRUARY.

23. **Sir Robert Fernie.**—A British four-masted barque of Liverpool; 2,410 tons register; official No. 95538; age 6 years; classed at Lloyd's † 100 A. I.; bound from Calcutta to Dundee, with a cargo of jute, value not stated, and a crew of 31 men.

Collided with the British India steamer *Canara* at Peer Serang after leaving Garden Reach, river Hooghly. The *Canara* was endeavouring

to pass the *Sir Robert Fernie* on the starboard side at 1·27 P.M. of the 2nd February when the latter took a heavy sheer and damaged two fore braces, lower topsail brace, and main brace; fore and fore topsail brace blocks; grazed the starboard side, making a slight indentation on upper bulwark plate amidships, and breaking glass of one side port in Captain's room. Value of damage not stated. The *Canara* lost one life-boat, two boats' davits, two awning stanchions, etc.; value not stated. No loss of cargo. No life lost.

24. **Canara.**—A British fore and aft screw steamer; of Glasgow; 1,216 tons register; official No. 71673; age 21 years; classed at Lloyd's; bound from Calcutta to Bombay with a general cargo; 41 passengers and a crew of 77 men.

(*For an account of a collision between this vessel and the "Sir Robert Fernie," see Casualty No. 23.*)

25. **Ruparel.**—A British Indian padow, of Bhavnagar; 41 tons register; official No. 480; age not known; classed as a coasting craft; bound from Bombay to Bhavnagar with a cargo of coals, valued at ₹1,160, and a crew of 8 men.

This vessel having encountered bad weather off Dahanu, Bombay coast, at midnight of the 4th February, the Tindal made for that port, but being unacquainted with the locality ran the vessel on a rock at the entrance of the creek and damaged her to the extent of ₹150. Cargo to the value of ₹360 was lost. No life lost.

26. **Bhavani.**—A British Indian padow, of Jaitapur; 14 tons register; official No. 5154; age 34 years; classed as a country craft; bound from Viziadurg to Bombay; with a cargo of jaggery, valued at ₹1,830, and a crew of 6 men.

Collided with the muchwa *Eshwanti*, of Ratnagiri, off Boriabandar, Bombay coast, whilst both vessels were tacking against a strong head wind at 3 P.M. of the 5th February. The accident is attributed to an error of the Tindal. The vessel was damaged to the extent of ₹270. The whole of the cargo was lost. No life lost.

27. **Glenbervie.**—A British iron barque; of Glasgow; 800 tons register; official No. 53419; age 29 years; classed at Lloyd's A. I.; bound from Rangoon to Elephant Point for orders, with a crew of 18 men, and in ballast.

Encountered a terrific cyclone at 9 A.M. of the 6th February when in Lat. 14° 30′ S. Long. 80° 10′ E., Indian ocean, which carried away her top-gallant mast yards, two main topsail yards, cross-trees, outriggers, etc., her main topmast sprung, and she also lost all the sails of the yards. On the 11th idem another hurricane blew away two more lower topsails, storm stay-sails, etc. The value of the damage is estimated at £750. No life lost.

28. **M. Meanatchy.**—A British screw steamer; of Glasgow; 1,368 tons register; official No. 85045; age 14 years; bound from Calcutta to Rangoon with a general cargo, value not reported; mails; 21 first and second class passengers, 190 deck passengers; and a crew of 89 men.

Collided with the steam-tug *Mary* at the Rangoon pilot-station on the night of the 8th February. The *Mary* was anchored about a quarter of a mile from the pilot-brig when the *M. Meanatchy* struck the tug's stern with her starboard bow and caused considerable damage. The *Meanatchy* had

five plates broken in fore peak, starboard side. The value of the damage to the vessel is estimated at R5,000. No damage to cargo. The value of the damage to the *Mary* and her cargo is not stated. No life lost.

A Court of Inquiry held to investigate the circumstances that led to the collision between the S. S. *M. Meanatchy* and the steam-tug *Mary* were of opinion that the Master of the *Meanatchy* was guilty of an error of judgment in trying to cross the bows of the tug *Mary* instead of going round to her stern; but that he was misled by the drifting of the pilot-brig as he was approaching; also that the tug *Mary* ought not to have been anchored so close to the pilot-brig as 400 yards, but that more room should have been left for vessels to come up.

29. **Mary.**—A British screw tug; of Bassein; 20 tons register; official No. 89735; age 11 years; not classed; was locally employed as a steam-tug; with a crew of 12 men.

(*For details of a collision between this vessel and the "M. Meanatchy" see Casualty No. 28.*)

30. **Lorenzo.**—A British screw steamer; of Hull; 2,031 tons register; official No. 98093; age 5 years; classed at Lloyd's 100 A. I., bound from Hull to Port Said and Bombay with a general cargo, 7 passengers, and a crew of 35 men.

This vessel when in the Suez harbour, Red sea, on the 10th February had her crank-shaft out of order, and as no other damage was done she proceeded on her voyage. No life lost.

31. **Narayenprasad.**—A British Indian dhony; of Malwan; 16 tons register; official No. 3632; age 7 years; classed as a country craft; bound from Bombay to Mitban with a cargo of rice, wheat, etc., valued at R1,269, and a crew of 6 men.

Stranded at 11 A.M. of the 11th February on the rocks at the entrance of Mitban creek, a sub-port of Achra, Bombay coast, whilst trying to make the entrance of the creek against a strong head wind. She drifted on to the rocks and was damaged to the extent of R500. Cargo to the amount of R600 was also damaged. No life lost.

32. **Darya Bahadur.**—A British Indian pattimar; of Ratnagiri; 62 tons register; official No. 11630; age 7 years; bound from Honavar to Bombay; with a cargo of firewood, valued at R320, and a crew of 10 men.

Sprung aleak at 2 A.M. of the 13th February while sailing out of the Honavar creek, Bombay coast, owing to a strong tide which drove her on to the bar and damaged her bottom. The whole of the cargo was thrown into the sea to ensure her safety. She was then brought into the creek at the next high tide for repairs. The damage to the vessel is estimated at R1,000. A portion of the cargo has been recovered. No life lost.

33. **Lakshmi.**—A British Indian mahagiri; of Thana; 24 tons register; official No. 6213; age 37 years; was anchored in the Mahul creek with a cargo of salt, valued at R2,400, and a crew of 9 men.

This vessel whilst anchored in the Mahul creek, Bombay coast, sprung aleak at 1 A.M. of the 13th February owing to her planks having given way under the weight of the cargo of salt. The damage to the vessel is estimated at R15. Cargo lost is valued at R58. No life lost.

34. **Ruparel.**—A British Indian vessel, of Umbergaon; 8 tons register; official No. 39; age not known; was at Umbergaon for fishing purposes, with a crew of 8 men; no cargo.

This vessel was several miles out at sea from Umbergaon, Bombay coast, and at 9-30 P.M. of the 13th February she encountered a storm which caught the sail and capsized her. She sustained no damage. No life lost.

35. **Capella.**—A British fore and aft screw steamer, of Liverpool; 2,036 tons register; official No. 97741; age 5 years; classed at Lloyd's 100 A. I.; bound from Liverpool to Calcutta; with a general cargo and salt, value not stated; one passenger; and a crew of 59 men.

Grounded on the lower part of College Sand, Garden Reach, river Hooghly, as she was proceeding up under pilotage charge at 5 P.M. of the 14th February. She was in the act of turning round at the top of high water to anchor for the night when the accident occurred. She was hauled off by two tugs after discharging about 500 tons of cargo. She sustained no damage. No life lost.

36. **Newby.**—A British screw steamer; of West Hartlepool; 1,407 tons register; official No. 97392; age 5 years; classed at Lloyd's 100 A. I.; bound from North Shields to Madras with a cargo of coal, value not stated; and a crew of 23 men.

This vessel, when in Lat. 11° 24′ N., Long. 56° 12′ E., Arabian sea, had three blades of her propeller broken at 8-50 P.M. of the 16th February, by something, supposed to be a fish. No damage to cargo. No life lost. She tipped at Madras and had a new propeller shipped.

37. **Jumna.**—A British jolly boat; of Pen; 4 tons register; official No. 764; age not known; bound from Dharamtar to Nagothna; with a crew of 17 men; no cargo.

Capsized near Gadab, a sub-port of Nagothna, Bombay coast, at 2-30 P.M. of 20th February in a sudden gust of wind. She filled with water and went to the bottom of the creek, but was afterwards recovered. She sustained no damage. The passengers' baggage, to the amount of R200, was washed away. No life lost. Another boat passing by the sinking vessel took the passengers on board.

38. **Parvady.**—A British Indian barquentine; of Port Louis; 458 tons register; official No. 27949; age not stated; bound from Chittagong to Mauritius with a cargo of rice; valued at R69,363.

Grounded on the Guptakhally crossing, Chittagong river, on the 22nd February. She got off when the flood made and proceeded to sea apparently without sustaining any damage. No loss of cargo. No life lost.

39. **Eshwanti.**—A British Indian muchwa, of Ratnagiri; 9 tons register; official No. 5270; age about 28 years; classed as a country craft; bound from Ratnagiri to Bankot with a cargo of country chunam, valued at R60-8, one passenger, and a crew of 6 men.

Grounded on the bar of the Bankot creek, Bombay coast, at 3 P.M. of the 23rd February. The accident is attributed to the Tindal being unacquainted with the bar and so missed the right channel on entering. The vessel was damaged to the extent of R100. Cargo to the amount of R48 were thrown overboard. No life lost.

40. Gulabi.—A British Indian vessel; of Belapore; 8 tons register; official No. 3425; age 32 years; classed as a country craft; bound from Nagali Bhati to Bombay; with a cargo of sand, valued at ₹9; and a crew of 9 men.

This vessel was lying at anchor in the Thana creek, Bombay coast, between the Kelwa and Railway bridges, about 200 paces from the coast, when a large vessel bound for Bhiwndi collided with her at midnight of the 24th February and sank her. Her cargo of sand was all washed away. The vessel was afterwards recovered, but damaged to the extent of ₹35. No life lost.

41. Barkati.—A British Indian muchwa; of Ratnagiri; 26 tons register; official No. 9361; age 32 years; not classed; bound from Mangalore to Jaygad with a cargo of tiles, valued at ₹700, and a crew of 9 men.

This vessel had sailed out of Mangalore harbour on the Malabar coast, and when within a furlong from the shore, she touched a water-covered rock, sprung aleak, and foundered at 5 P.M. of the 24th February. The vessel was subsequently recovered and found to be damaged to the extent of ₹800. The whole of the cargo was lost. No life lost.

42. Durgy.—A British Indian dhony, of Honavar; 3 tons register; official No. 2384; age 10 years; was at Manki; crew 5 men; no cargo.

This vessel had gone out to sea at Manki, Bombay coast, at 6 A.M. of the 26th February, and whilst the crew were engaged in fishing, a kotia proceeding to Malabar ran over her and sank her. She was afterwards recovered and found to have been damaged to the extent of ₹30. One life lost.

43. Sultan.—A British screw steamer; of Bombay; 2,034 tons register; official No. 53532; age 21 years; bound from Calcutta to Aden and Jeddah; with a cargo of rice, value not stated; 1,330 pilgrims; and crew of 75 men.

This vessel was entering the inner harbour of Jeddah, Red sea, in charge of an Arab pilot, at 1-30 P.M. of the 27th February, when she refused to answer her helm, owing to a strong wind that was blowing at the time, and to a current which drifted her on to a reef on the southern side of the entrance to the harbour, and damaged her. She had a small hole in her forepeak, and 2 plates bulged, etc. The cost of repairing the vessel is estimated at from £600 to £700. The cargo was partly damaged. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the grounding of the *Sultan* was caused by her failing effectually to answer her helm while she was passing through the inner gateway, and that such failure was caused by the action of the wind which appears to have been blowing stronger at the channel of the inner gateway than in the more open waters outside, upon the very light bows of the ship.

44. Mazagon.—A British screw steamer, of Glasgow; 3,280 tons register; official No. 104541; age 12 months; bound from Calcutta to Colombo with a cargo of coal, value not stated; and a crew of 79 men.

This vessel was lying at single anchor off Garden Reach, river Hooghly, at 9-55 A.M. of the 28th February when the S. S. *Africa*, which was proceeding down in charge of an Assistant Harbour Master, struck her with her stern on the starboard side abreast of the bridge and dented two plates under the bridge on the starboard side; her cooking gangway door hinges were broken and door smashed and bent, 30 feet of side rail abaft the main rigging were bent and broken, and fore sheet eyehold in her side bent. The *Africa* cleared away at

10-30 A.M. having had two dents on the starboard side under the bridge, coaling door on the starboard side damaged, also 33 feet of rail bent in. The value of the damage is not reported. No loss of cargo. No life lost.

45. **Dolatsagar.**—A British Indian vessel; of Bulsar; 13 tons register; official No. 1363; age 21 years; classed as a country craft; bound from Kolak to Surat; with a cargo of stone metal, valued at R12; and a crew of 27 men.

This vessel was proceeding on her voyage, and on the 28th February when she was at a distance of about a mile from the western side of the Kosamba light-house, Bombay coast, she encountered a heavy gale of wind and high seas and having shipped a great deal of water she sank and the whole of her cargo was lost. She was afterwards recovered and found to be damaged to the extent of R40. No life lost.

MARCH.

46. **Ruparel.**—A British Indian vessel, of Bilimora; 12 tons register; official No. 1881; age 31 years; classed as a country craft; bound from Tarapur to Dahanu with a cargo of jaggery, sugar, and an empty box, aggregate value R955; and a crew of 7 men.

Grounded at 3 A.M. of the 4th March at the mouth of the Tarapur creek, Bombay coast, at a distance of about three-quarters of a mile from the landing-place at Tarapur. The vessel being driven into shallow water by a strong and sudden north wind sprung aleak and was damaged to the extent of R15. Cargo to the value of R700 was lost and R255 worth was damaged. No life lost.

47. **Scindia.**—A British screw steamer, of Glasgow; 2,030 tons register; official No. 80461, age 16 years; bound from Calcutta to Cannanore and Mangalore with a general cargo; value not reported, and a crew of 12 men.

This vessel was on her voyage from Cannanore to Mangalore, and at 3-20 A.M. of the 5th March a dark object was seen ahead. It was a batela without the usual regulation lights, and as she kept approaching the helm was put hard-a-port and the engines reversed full speed astern, but it was too late. The vessels collided and the batela was sunk; Mangalore light bearing N. by E. ½ E. (magnetic), Malabar coast. The crew were picked up by the steamer's boats. The steamer sustained no damage. No loss of cargo. No life lost.

48. **Simla.**—A British screw steamer, of Glasgow; 1,039 tons register; official No. 80415; age 17 years; bound from Bombay to Bunder Abbas and Lingah; with a general cargo, value not stated; 143 passengers; and a crew of 65 men.

Collided with the *King Arthur* at about midnight of the 10th March when off Henjam island in Lat. 26° 31′ N., Long 55° 51′ E., Persian gulf. The *King Arthur* had apparently come right alongside the *Simla* without exhibiting any light; and as it was too late to stop the engines of the steamer a collision was inevitable. The *Simla* had her gig and gangway ladder smashed. The *King Arthur* lost boats, davits, etc., but sustained no damage to her hull. The vessels were in collision about twenty minutes, after which both proceeded on their voyage. No damage to cargo. No life lost. The value of the damage is not reported.

49. **King Arthur.**—A British screw steamer; of Bombay; 1,047 tons register; official No. 70575; age 21 years; classed at Lloyd's 100 A. 1;

bound from Busrah to Lingah and Bunder Abbas; with a general cargo, value not reported; 200 passengers; and a crew of 61 men.

(*For report of a collision between this vessel and the "Simla" see Casualty No. 48.*)

50. **Vithalprasad.**—A British Indian vessel, of Bulsar; 18 tons register; official No. 1460; age 20 years; classed as a country craft; bound from Bhiwndi to Jakhu; with a cargo of rice and apta leaves, valued at R2,248 and a crew of 7 men.

Encountered a storm and heavy seas at 9 P.M. of the 10th March when about thirty miles west of Dwarka, Kathiawar coast. She had her yard broken and sails torn and her tony and compass lost. Being unable to keep her head before the wind she filled with water and a portion of her cargo, to the amount of R803-2, was thrown overboard to lighten her. On examination she was found to have been damaged to the extent of R85-8. No life lost.

51. **Borderer.**—A British screw steamer, of Liverpool; 1,935 tons register; official No. 102138; age 12 months; classed at Lloyd's 100 A. I.; bound from Calcutta to Hodeidah and Jeddah; with a cargo of rice, value not reported; 12 deck passengers; and a crew of 31 men.

This vessel left Calcutta on the morning of the 13th February and reached Hodeidah at 6-20 A.M. of the 5th March. She commenced discharging her cargo at 1 A.M. of the 6th March when the Chief Officer reported to the Master that he thought the vessel was touching the bottom. Steam was got up and at 1-30 A.M. she steamed out into 5 fathoms and again anchored. She left Hodeidah at 6-30 A.M. of the 8th March with a cargo of rice, and at 5-15 A.M. of the 10th March she struck on the Katah Kidan reef Lat. 20° 56′ N., Long. 39° 08′ E. Red sea. As soon as the vessel struck, her engines were stopped and steps were taken to ascertain whether the vessel was making water, and to extricate her from her position. Soundings were taken all round the ship and it was found that there were 10 fathoms or more of water all round except from the afterpart of the bridge to right forward on the starboard side where the water gradually shoaled from 18 to 12 feet, and from forward to about 30 feet aft on the port side where there were from 12 to 20 feet of water. As the ship was making no water, No. 1 ballast tank was pumped out and the engines were moved full speed astern, and the ship came off and got clear of the reef after they had been so working for about half-an-hour. The ship then proceeded for Jeddah and arrived there at 3-15 that afternoon and anchored in the harbour. She was then making water in the forepeak. The cargo was discharged and a diver was sent down to ascertain the damage the ship had sustained. He reported a small crack on the starboard bow close to the keel, and no other damage. A survey was held on the ship by the Master and the Chief Engineer of the S. S. *Godwit* of London, and they recommended certain temporary repairs which were carried out. The *Borderer* left Jeddah on the 23rd March and arrived at Bombay on the 4th April. The cost of repairs is not reported. No loss of cargo. No life lost.

A Court of Inquiry was held to ascertain the circumstances attending the grounding of the *Borderer* on the following occasions:—*First*, with regard to the touching at Hodeidah on the 6th March, they were of opinion that the touching on this occasion was not the cause of any damage to the ship. *Secondly*, with regard to the stranding on Katah Kidan reef, they were of opinion, after consideration of all the evidence before them, that the courses set

were properly kept and that a proper look out was also kept. The Court also considered the question as to the cause of the casualty, and in their opinion the ship was carried to the westward by a current, and under the circumstance shown by the evidence the navigation of the vessel was conducted with due care, and they did not attribute blame to any one on board the *Borderer* for the occurrence of the casualty. The Court, however, held the Master responsible for the state of the log, and although they did not attribute the casualty to any omission in this respect, yet in omitting to keep a record of the observations made to ascertain the deviations of the standard compass and of those deviations when ascertained, and of the dead reckoning, the Master has been guilty of very serious neglect of his duty for which the Court felt bound to reprimand him severely.

52. **Ramban.**—A British Indian vessel, of Bassein; 11 tons register; official No. 3451; age 8 years; classed as a country craft; bound from Bassein to Uran; with a cargo of firewood, valued at R72; and a crew of 6 men.

Sprung aleak owing to the force of wind and tide which drove her against a rock in the Thana creek, Bombay coast, on the northern side of the railway bridge at midnight of the 13th March. The whole of her cargo was lost. No life lost. The cost for repairing the vessel is estimated at R8.

53. **Mohidin Cader Bux.**—A British Indian wooden schooner, of Pamban; 18 tons register; official number not stated; age 2 years; not classed; bound from Pamban to Tuticorin with a cargo of paddy, valued at R1,600, crew 5 men.

This vessel had the after-part of her rudder carried away probably owing to bad materials with which it was constructed. Her steerage being rendered impossible she stranded on the Seltine rocks in the inner harbour of Tuticorin, gulf of Manar, at 4-30 P.M. of the 15th March, and was damaged to the extent of R100. As she filled with water, her cargo, to the amount of R16, was lost, and about R400 worth was damaged. No life lost. The vessel was taken ashore and repaired.

54. **Loch Tay.**—A British screw steamer, of Dundee; 3,416 tons register; official No. 63072; age 2 years; classed at Lloyd's 100 A. I.; bound from Barry to Suez and Bombay; with a cargo of coal, value not stated, and a crew of 35 men.

Collided with a buggalow at 8-2 P.M. of the 15th March when in Lat. 13° 59′ N., Long. 51° 23′ E., Arabian sea. The buggalow was running with the wind, but altering her course she tried to cross the bows of the steamer, and not having the usual regulation light burning she struck the steamer on the starboard side and sank with all her cargo. *Loch Tay* sustained no damage. No loss of cargo. No life lost.

55. **Nubia.**—A British screw steamer, of Greenock; 3,824 tons register; official No. 102394; age 2 months; classed at Lloyd's 100 A. A. I.; bound from London to Suez and Calcutta with a general cargo, value not stated, 28 passengers, and a crew of 153 men.

Stranded at Ras Innam, Red sea, at 8-10 P.M. of the 19th March owing to a flashing light in the gulf being mistaken for Aden light-house; the Master mistaking the bearings of Ras Innam for those of Jibbel Hassan. The vessel sustained no damage. No loss of cargo. No life lost.

56. Oswestry.—A British screw steamer; of West Hartlepool; 1,550 tons register; official No. 92928; age 7 years; classed at Lloyd's 100 A. I.; bound from Cochin to Colombo and Gopalpore; in water ballast; and a crew of 24 men.

This vessel had the tail end of the shaft broken in the stern tube at 7 A.M. of the 24th March, when in Lat. 15° 11′ N., Long. 88° 33′ E., bay of Bengal. Salvage services were rendered by the S. S. *Manningtry*, of West Hartlepool, which towed her to Rangoon.

57. Ruparel.—A British Indian padow; of Bulsar; 21 tons register; official No. 2428; age 7 years; bound from Dahanu to Dholera; with a cargo of timber, valued at R187; and a crew of 8 men.

Stranded on a rock at midnight of the 25th March near Dahanu Bara, Bombay coast, owing to a strong gale of wind having sprung up after setting sail and before sail could be taken in she was driven on to some adjacent rocks, and damaged to the extent of R125. Timber of the value of R100 was lost. No life lost.

58 Bundi Batel.—A native craft, of Porbandar; 29 tons register, official No. 129; age not known; classed as a Cutch batel; bound from Cutch to Mangalore and Porbander; with a cargo of Mangalore and ridge tiles, valued at R495; and a crew of 5 men.

Encountered rough weather near Surat, Bombay coast, at 10 A.M. of the 27th March when the vessel was on her way to Porbander; and as she bent on one side she began to fill with water and it therefore became necessary to jettison a portion of her cargo; value R76. The vessel sustained no damage. No life lost. The cargo was insured for R800.

APRIL.

59. Shahasi.—A British Indian mahagiri, of Bassein; 16 tons register; official No. 2785; age 17 years; was at anchor at Kalyan; with a cargo of myrabolams, valued at R2,700, and a crew of 6 men.

This vessel was in the Kalyan creek, Bombay coast, about 100 yards from the shore, and at 3 A.M. of the 2nd April her side planks suddenly gave out, owing to the heavy bags with which she was loaded, and cargo to the amount of about R450 was lost, and about R150 worth was damaged. No life lost. The crew saved themselves by means of the tony attached to the vessel. The vessel was damaged to the extent of R25.

60. Palitana.—A British screw steamer, of Glasgow; 1,956 tons register; official No. 93321; age 9 years; bound from Calcutta to Rangoon with a general cargo and coal, of the aggregate value of R1,150, one hundred and forty-five passengers, and a crew of 93 men.

Grounded at Moyapore Reach, river Hooghly, while proceeding down under pilotage charge at 11·10 A.M. of the 2nd April. The occurrence was accidental and it is attributed to the steering chains being jammed. She was aground for 1 hour and 45 minutes, but sustained no damage. No loss of cargo. No life lost.

61. Fame.—A British composite brig, under the Government of Bengal; 320 tons register; no official number; age 6 years; was employed as a pilot vessel with a crew of 38 men; no cargo.

The *Fame* was lying at the Sandheads, bay of Bengal, in her usual position, on the 5th April, when the *City of Vienna*, having steered very closely under her stern, collided with her and damaged her bowsprit, etc., and twisted her jibboom. No life lost.

62. City of Vienna.—A British screw steamer, of Glasgow; 3,008 tons register; official No. 97652; age 5 years; classed at Lloyd's 100 A 1; bound from Glasgow to Calcutta with a general cargo, value not reported.

(*For details of a collision between this vessel and the "Fame" see Casualty No. 61.*)

63. Dharaviprasad.—A British Indian vessel, of Thana; 14 tons register; official No. 6447; age 35 years; bound from Sopara to Bombay with a cargo of grass, valued at R80; and a crew of 7 men.

This vessel was laying at anchor at Kolshet, near the Tansa water-works, Thana creek, Bombay coast, and at 9 P.M. of the 6th April the force of the wind and tide coming suddenly on her caused her anchor rope to give way. She was driven against a rock and turned over on one side and being filled with water she swamped. The whole of the cargo was lost. The vessel was damaged to the extent of R25. No life lost.

64. Antje.—A German schooner, of Papenburg; 326 tons register; official number not known; age 6 years; bound from Calcutta to Port Natal, with a general cargo, value not known; and a crew of 8 men.

Grounded at Garden Reach, river Hooghly, as she was proceeding down under pilotage charge and in tow of the steam-tug *Clive* at 6 A.M. of the 9th April. She came off at high water and put back. The accident occurred on the order to turn ship round being given by the Pilot. The schooner had her cathead split, the chock broken, the foremast split, the deck beam on the forecastle hatch broken, and the whole ship generally strained. Divers reported metal off the bottom. The cost of repairs is estimated at R5,000. No damage to cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the stranding was due to want of prompt and proper attention on the part of the Commander of the tug to the Pilot's orders.

65. Bhagwati.—A British Indian vessel, of Belapur; 9 tons register; official No. 3039; age 42 years; classed as a country sailing craft; bound from Belapore to Bombay; with a cargo of hay, valued at R70, and a crew of 6 men.

Encountered a strong gale of wind which drifted her on a rock near Karawa, in the Panvel creek, Bombay coast, at 2 A.M. of the 11th April and damaged her to the extent of R10. The whole of the cargo was lost. No life lost.

66. Purulia.—A British screw steamer, of Glasgow; 993 tons register; official No. 78644; age 16 years; classed at Lloyd's 100 A 1; bound from Bombay to Zanzibar; with a general cargo, value not reported, 60 passengers, and a crew of 72 men.

A fire broke out at 4 A.M. of the 18th April in the 'tween deck bunkers of this vessel whilst she was lying at anchor in the gulf of Aden. It lasted up to 7-30 A.M. and on the pumps being freely used it was extinguished, but water may possibly have got to the cargo. The accident was trifling and the vessel apparently sustained no damage. No loss of cargo. No life lost.

67. **Gaori.**—A British Indian muchwa, of Rai; 6 tons register; official No. 1277; age 20 years; bound from Nagothna to Bandora; with a cargo of firewood, valued at R30; and a crew of 5 men.

Encountered stormy weather at 9 A.M. of the 22nd April when at the distance of a mile from Warli, Bombay coast, and as she rolled heavily and took in water her cargo to the amount of R20 was washed away. The vessel apparently sustained no damage. No life lost.

68. **Jamnaprasad.**—A native craft, of Bulsar; 20 tons register; official No. 2224; age 10 years; bound from Bulsar to Porbandar; with a cargo of rice and pulse, valued at R2,500; and a crew of 7 men.

This vessel left Bulsar for Porbandar on the 20th April, and at midnight of the 23rd idem when near Madhwar, in Surat, Bombay coast, she experienced rough weather, and as she began to fill with water cargo to the amount of about R600 was jettisoned to lighten her. The vessel sustained no damage. No life lost.

69. **Meyun.**—A British screw steamer, of Greenock; 91 tons register; official No. 93207; age 7 years; classed at Lloyd's 100 A 1; bound from Aden to Zeila and Bulhar; with a general cargo, value not reported; and a crew of 5 men.

This vessel was in the Bulhar harbour, gulf of Aden, on the 24th April when she collided with a cargo boat and had some of her rivets loosened. The cost of repairing is not reported. No damage to cargo. No life lost.

70. **Erwin Rickmers.**—A German wooden barque, of Bremerhaven; 1,383 tons register; official number not given; age 13 years; classed at the Bureau Veritas 3-341-1; bound from Penang to Bremerhaven; with a cargo of rice, value not reported; and a crew of 19 men.

Collided with the S. S. *Benedick* whilst lying in the Kaladan river loading berth, harbour of Akyab, Burma coast, at 3 A.M. of the 26th April. The *Benedick* dragged her anchor during a cyclone and struck the barque, but apparently did her no damage. Her cargo was slightly damaged. The *Benedick* had considerable damage done to her upper works; value unknown. No life lost.

71. **Benedick.**—A British screw steamer, of London; 1,581 tons register; official No. 98076; age 5 years; classed at Lloyd's 100 A 1; bound from Middlesboro' to Cochin; with a cargo of paddy, value unknown; and a crew of 27 men.

(*For details of a collision between this vessel and the "Erwin Rickmers," see Casualty No. 70.*)

72. **Ethiopia.**—A British screw steamer, of Glasgow; 1,302 tons register; official No. 681-0; age 21 years; bound from Calcutta to Rangoon; with a general cargo, value not reported, 232 passengers and a crew of 82 men.

This vessel when in Lat. 16° 46′ N., Long. 91° 50′ E., bay of Bengal, having steamed across the tack of a cyclone with high confused sea broke her crankshaft at 8-54 A.M. of the 26th April. The accident was trifling. No damage to cargo. No life lost.

73. **Grosvenor.**—A British iron barque, of Colombo; 517 tons register; official No. 60946; age 26 years; classed at Lloyd's; bound from Colombo to Cocanada, in ballast, and a crew of 22 men.

Stranded on Sacramento shoal, Coromandal coast, at 2-30 A.M. of the

28th April, Hope Island light bearing N. ½ E., distant about eight miles. The accident is attributed to a good look out not having been kept on board, as Hope Island light was not seen until it was broad on the beam and the vessel grounded immediately after. The Master went ashore to procure help, meanwhile the vessel having floated off again with the tide, the crew took her to Cocanada and anchored her there. She sustained no damage. No life lost.

74. **Ruparel.**—A native craft, of Porbander; 47 tons register; official No. 54; age not known; bound from Bombay to Kurrachee with a cargo of rafters and ambli, valued at R600, and a crew of 7 men.

The vessel was on her way to Kurrachee, and when near Dwarka, on the Kathiawar coast, she experienced rough weather at midnight of the 29th April, and was considerably damaged. A portion of the cargo had to be jettisoned to lighten her and she was enabled to proceed on her voyage; but as it was found that she had sprung a leak, she could only go as far as Porbander. The damage done to the vessel is estimated at R50; cargo lost is valued at R76. No life lost.

75. **Khengti.**—A British Indian muchwa, of Belapore; 8 tons register; official No. 2942; age about 35 years; classed as a country craft; bound from Belapore to Adi and Jaitapur, with crew of 3 men; no cargo.

Stranded on the bar of the Adi creek, Bombay coast, at 4 P.M. of the 30th April, owing to the shallowness of the water and the Tindal missing the right channel. She was damaged to the extent of R30. No life lost.

MAY.

76. **Ramaswamy.**—A British Indian wooden schooner, of Chittagong; 118 tons register; official number not given; age 12 years; not classed; bound from Akyab to Cochin and Chittagong; in sand ballast; and a crew of 14 men.

This vessel was caught in a strong eddy at 7-30 A.M. of the 2nd May on the east of groyne G, south bank of the Cochin river, Malabar coast, and having lost her steerage way she drifted ashore. The port bower anchor was immediately let go and she veered to 25 fathoms of chain. The vessel, however, continued to drag, but was too close to the shore to veer out any more chain. A kedge was then got out, but before it could be of any use she touched the bank slightly, but got off again in a few minutes; and as she sustained no damage she proceeded on her voyage. No life lost.

77. **Lalpoora.**—A British screw steamer, of Glasgow; 2,124 tons register; official No. 90027; age 10 years; bound from Calcutta to Colombo and Cochin with a general cargo, value not reported, 10 deck passengers, and a crew of 87 men.

Stranded on Crocodile rock, off Cadiapatam light-house, Coromandel coast, owing to a strong unexpected current which drifted the vessel ashore at 6-45 P.M. of the 3rd May. She apparently sustained no damage. No loss of cargo. No life lost.

78. **Barak.**—A British inland cargo flat, of Calcutta; 600 tons register; no official number; not registered or classed; age 13 years; on harbour duty in Calcutta, laden with a cargo of jute, valued at R50,000, and a crew of 17 men.

Collided with the *Rungpore* at 2-30 P.M. of the 12th May. These two vessels were passing through the Hooghly bridge together. The *Rungpore*

in tow of the steam-launch *Dundee* failing to give way to the *Barak* which was the leading vessel in tow of the steam-launches *Mootia* and *Lotus* a collision occurred; but neither vessel sustained any damage. No loss of cargo. No life lost.

79. **Rungpore.**—A British iron cargo flat, of Calcutta; 1,000 tons register; no official number; age 8 years; was in Calcutta; crew 19 men.

(*For details of a collision between this vessel and the "Barak," see Casualty No. 78*).

80. **Syed Mohamed Bogary.**—A British Indian wooden schooner, of Tuticorin; 53 tons register; official No. 2 of 1891; age 5 years; not classed; bound from Cochin to Tuticorin and Jaffna; with a crew of 9 men; no cargo.

Grounded in the Pooma channel, Palli island, gulf of Manar, at 3 P.M., of the 12th May owing to the Tindal entering pilotage waters without a Pilot. She floated off again at the next tide, after discharging about 6 tons of ballast. The vessel sustained no damage. No life lost.

81. **Daryaban.**—A British Indian vessel, of Belapore; 9 tons register; official No. 3026; age 27 years; classed as a country craft; bound from Panvel to Bombay; with a cargo of bricks, valued at R28; and a crew of 5 men.

Encountered strong adverse winds off Hog island, Belapur creek, Bombay coast, at 5 A.M. of the 12th May, which damaged her sails; and as the vessel also sprung a leak, the whole of the cargo was thrown out to lighten her. The damage to the vessel is estimated at R3. No life lost.

82. **Lakshmi.**—A British Indian muchwa, of Honavar; 9 tons register; official No. 2867; age 7 years; classed as a coasting craft; bound from Kumta to Sherali; with a cargo of grain, copper pots, coloured piece-goods, valued at R725; and a crew of 4 men.

This vessel whilst entering the Sherali creek, Bombay coast, was overtaken by strong winds and rough seas at noon of the 12th May which drove her on a sandbank where she stranded and was damaged in several places. The amount of damage to the vessel is estimated at R75. A portion of the cargo was lost, value R13-10-3; and some of it was damaged, value R150. No life lost.

83. **Khatanpasa.**—A British Indian ganja, of Cutch; 181 tons register; official No. 14 of 1885; age 10 years; bound from Cochin to Bombay; with a cargo of poonac, coir rope, coir yarn, bamboo mats, oil, etc., valued at R5,073, and a crew of 13 men.

This vessel after leaving Cochin, Malabar coast, experienced strong winds and high seas in the afternoon of the 14th May and sprang a leak. A portion of the cargo was jettisoned in order to reach the bottom, but as the leakage continued she was brought into Mangalore harbour; and on the whole of the cargo being discharged it was found that the bottom was much strained, which necessitated her being laid up at that station for the monsoon. The damage to the vessel is estimated at R2,000. The amount of cargo lost is valued at R1,300. No life lost.

84. **Hariprasad.**—A British Indian vessel, of Tarapur; 14 tons register; official No. 926; age not known; classed as a country craft; bound from Kalyan to Bassein and Mahuva, with a cargo of rice, wheat, and myrabolams, aggregate value R462; and crew of 3 men.

Sprung a leak at midnight of the 15th May when opposite Kelwa bandar, Bombay coast, owing to rough weather and a heavy sea. The vessel was damaged to the amount of R100, and a portion of the cargo jettisoned, value R405. No life lost.

85. **Jamnaprasad.**—A British Indian padow, of Bulsar; 10 tons register; official No. 1347; age 25 years; bound from Bombay to Manori; with a cargo of English coal powder, valued at R56; and a crew of 6 men.

The vessel left Bombay on the 15th May and arrived the next day at 6 A.M. off Manori and anchored at ebbtide; but the force of the waves having driven the vessel against a sunken rock at the entrance of the creek her bottom planks gave way and all her cargo was lost. No life lost. The accident is attributed to the Tindal being ignorant of this part of the coast.

86. **Maklyakhadi.**—A British Indian vessel, of Alibag; 6 tons register; official No. 358; age 60 years; classed as a country sailing craft; bound from Nagothna to Mandwa; with a cargo of teakwood rafters, valued at R110, and a crew of 5 men.

This vessel sailed from Nagothna on the 17th May and while coming to the barge at Karanja she met with a strong northerly wind which took her out of her course and she struck against the Mahul rock in the Karanja creek, Bombay coast, at 8 P.M. of that day and a great portion of her cargo was washed overboard; value R90. The vessel was damaged to the extent of R20. No life lost.

87. **Macheri Dhanaprasad.**—A British Indian padow, of Mahim; 7 tons register; official No. 747; age not known; bound from Daman to Mahim with a crew of 6 men; no cargo.

This vessel left Daman on the 17th May for Mahim, Bombay coast, and owing to the ignorance of the Tindal of this part of the coast, she ran on a rock off Shirgaon, a sub-port of Satpatee, in the evening of the 19th May, and had two holes knocked in her bottom and another at the prow. The damage is estimated at R50. No life lost.

88. **Tuskar.**—A British screw steamer, of London; 1,969 tons register; official No. 101950; age 2½ years; bound from Kurrachee to Marseilles with a cargo of seeds, hides, cotton, and bones, value not reported; and a crew of 24 men.

Stranded on the Three-foot rock, south-west of Suyal Hanish island, Red sea, at 11-15 P.M. of the 20th May, and as her fore compartment was filled with water and bottom badly damaged she was abandoned by Master and crew. A portion of her cargo was jettisoned. Salvage services were rendered by the *Meyun*, *Berhhud*, and *Hornet*, and it is calculated that about 2,000 bags were saved by them. Value of damage to ship and cargo not reported. No life lost. The accident is attributed to a strong N. W. by N. current, which made her deviate from her course.

89. **Miramadam.**—A British Indian dhony, of Pamban; 67 tons register; official No. 3 of 1881; age 19 years; not classed; bound from Pamban to Negapatam; with a cargo of coral stones; and a crew of 7 men.

Sprung a leak on the 24th May near the village of Pushpavanam, two miles north of Tapitorai. The accident occurred while rounding Calimere point on her way to Negapatam, on the Coromandal coast, owing to her being old and

worn out. The damage to the vessel is estimated at ₹300. The cargo lost is valued at ₹75. No life lost.

90. Suryaban.—A British Indian muchwa, of Belapore; 17 tons register; official No. 3442; age 33 years; classed as a country sailing craft; bound from Belapore to Bombay; with a cargo of hay, valued at ₹90; and a crew of 7 men.

The muchwa sailed from Belapore, on the Bombay coast, at 8 P.M. of the 29th May, and on reaching Naringe, a distance of about two miles, she experienced unfavourable weather, and before the crew could lower her sail she was driven on a rock and capsized. The whole of the cargo was lost, but the vessel sustained no damage. No life lost.

91. Baliraj.—A British Indian mahagiri, of Rai; 9 tons register; official No. 2568; age not known; bound from Bombay to Manori; with a cargo of coal powder, oil, and white paint, of the aggregate value of ₹74, and a crew of 5 men.

This vessel sailed from Bombay with her cargo on the 30th May and when near the mouth of the Manori creek, Bombay coast, she encountered strong winds at 1 A.M. of the 31st May, which carried away her mast; and as she heeled over on one side she filled with water and the whole of her cargo was washed overboard. She then drifted on a rock, where she was damaged to the extent of ₹400. No life lost.

JUNE.

92. Milton Stuart.—A British four-masted steel barque; 3,155 tons register; official No. 99431; age 3 years; classed at Lloyd's 100 A 1; bound from New York to Calcutta; with a cargo of kerosine oil, value not reported; and a crew of 39 men.

Experienced bad weather with heavy squalls and tremendous seas on the 6th June when in Lat. 40° S. 38° E., Indian ocean, which carried everything moveable off the deck and damaged her bulwark, stanchions, main topsail, and half of lower topsail: besides these, her ventilators, standard compass, etc., were also washed away; value not reported. A portion of the cargo was jettisoned; value ₹1,900. No life lost.

93. Foulah.—A French screw steamer, of Marseilles; 1,040 tons register; official number not stated; age 15 years; bound from Suez to Majunga with a cargo of stores, 49 passengers, and a crew of 29 men.

This vessel whilst in port at Perim island, Red sea, about the 19th June, had her boiler tubes leaking very badly. No damage to cargo. No life lost.

94. Mahratta.—A British twin-screw steamer; of Liverpool; 3,689 tons register; official No. 99366; age 3 years; bound from Calcutta to Colombo and Dundee; with a cargo of jute, value not reported; and a crew of 85 men.

This vessel, when one mile off Perim island, Red sea, took fire on the 19th June, but apparently sustained no damage. The accident is attributed to spontaneous combustion. The value of damage to cargo is not reported. No life lost.

95. Laxmi.—A British Indian hodi, of Alibag; 7 tons register; official No. 321; age not known; bound from Bombay to Mandwa and Revdanda with a crew of 6 men; no cargo.

Capsized at sea off the Revdanda bar, Bombay coast, about midnight of the 25th June, owing to strong winds and a heavy sea, and was damaged to the extent of R100. One of the crew lost his life; the rest came ashore in the boat.

JULY.

96. Vasna.—A British screw steamer, of Glasgow; 482 tons register; official No. 97633; classed at Lloyd's A 1; age 5 years; bound from Negapatam to Colombo; with a general cargo and coal, value not reported; and a crew of 49 men.

Grounded on the island of Rameswaram, Ceylon coast, at 5-40 A.M. of the 13th July, while hauling out of shoal water; Pamban light-house bearing S. ½ E. Fairway buoy, W. ¾ S., magnetic. She floated off without any damage at the next high tide, after lightening some of her cargo. The accident is attributed to the Master approaching too close to the Pass before daylight and without a Pilot. No life lost.

97. Saint Enock.—A British steel screw steamer, of Liverpool; 2,746 tons register; official No. 97844, age 4 years, classed at Lloyd's 100 A 1; bound from Cardiff to Suez and Aden; with a cargo of coal, value not reported, and a crew of 53 men.

Stranded on Perim island—Lat. 12° 36′ 30″ N., Long. 43° 24′ 10″ E.,—Red sea, at 10-5 A.M. of the 13th July owing to thick hazy weather. Damage to ship and cargo unknown. No life lost.

98. Saint Andrews—A Norwegian steel screw steamer, of Tonsberg; 2,009 tons register; official number not given; age 4 years; classed at Lloyd's 100 A 1; bound from Colombo to Port Said, with a cargo of rice, and a crew of 27 men.

Stranded at 4 A.M. of the 18th July when about 18 miles from Aden, Lat. 13° 1′ N., Long. 45° 8′ E. The vessel suddenly stopped while the engine was going, but when the engine was reversed full speed she came off directly. On arrival at Aden she was surveyed; but no damage or sign of straining was found. No damage to cargo. No life lost.

99. Burma.—An Austro-Hungarian screw steamer, of Fiume; 2,004 tons register; official No. 4022; age 2 years; classed at Lloyd's 100 A 1; bound from Fiume to Batoum and Manilla; with a cargo of kerosine oil, value not stated; and a crew of 29 men.

Stranded on the north beach of Perim island, Red sea, at 4 A.M. of the 20th July, owing to hazy weather and strong currents. The vessel sustained no damage. No loss of cargo. No life lost.

100. Afridi.—A British screw steamer, of Rochester; 2,353 tons register; official No. 104321; newly built; classed at Lloyd's 100 A 1; bound from Liverpool to Suez and Penang; with a general cargo, value not reported; and a crew of 50 men.

Broke the false face of the H. P. cylinder at 7 P.M. of the 24th July, when in Lat. 14° 17″ N., Long. 42° 30″ E., Red sea. No damage to cargo. No life lost. The accident being trifling, the cost of repairs is not stated.

101. Fyzool Rubhany.—A British Indian wooden schooner, of Pamban; 21 tons register; age 9 years; bound from Pamban to Kilakarai and Tuticorin with a cargo of paddy, valued at R1,500; and a crew of 6 men.

Encountered strong westerly winds at noon of the 25th July which carried away her rudder and yard and rendered steerage impossible, and before sail could be taken in and anchor dropped she stranded on the Seltine rocks, inner harbour of Tuticorin, gulf of Manar, and was damaged to the extent of R64. On discharging a portion of her cargo she floated off again. No life lost.

102. Shahjehan.—A British screw steamer, of Liverpool; 1,065 tons register; official No. 78839; age 16 years; classed at Lloyd's 100 A 1; bound from Calcutta to Port Blair; with a general cargo, value not stated; 38 passengers, and a crew of 67 men.

Grounded on the eastern bank of the Moyapore crossing, river Hooghly, as she was proceeding down under pilotage charge at 10-40 A.M. of the 26th July. The accident is attributed to an eddy catching the bow of the steamer. No damage to cargo. No life lost.

103. Boat No. 10.—A British Indian dhony, of Tuticorin; 22 tons register; official number not stated; age 6 months; bound from Valinukaw to Tuticorin; with a cargo of firewood, valued at R136; and a crew of 7 men.

Capsized while entering the inner harbour of Tuticorin, gulf of Manar, at 1-30 P.M. of the 28th July, owing to a heavy gale of wind The vessel was damaged to the extent of R20. Her cargo was carried away by the current, a portion only being recovered, and some of the boat's furniture were also missing, value not reported. No life lost.

104. Lakshmi.—A British Indian vessel, of Rai; 6 tons register; official No. 2608; age 8 years; classed as a country craft; bound from Utan to Bandra; with a cargo of fresh vegetables, valued at R30; and a crew of 5 men.

This vessel was overtaken by strong winds and heavy seas which capsized her off Bandra, close to the sub-port called Mount Mary, Bombay coast, at 2-30 P.M. of the 31st July. The whole of the cargo and some of the articles belonging to the vessel were thrown out and lost. The vessel sustained no damage. No life lost.

AUGUST.

105. Virawa.—A British screw steamer, of Glasgow; 2,158 tons register; official No. 98587; age 5 years; classed at Lloyd's; bound from Calcutta to Melbourne; with a cargo of coal, value not reported; and a crew of 94 men.

Collided with the mooring buoy off Brooking Street wharf, Rangoon river, Burma coast. The vessel in attempting to cross the river, stern first, was set over the buoy by the tide and sunk at 2 P.M. of the 3rd August. The value of the buoy is not reported. No damage to cargo. No life lost.

106. Shahzada.—A British screw steamer, of Liverpool; 1,046 tons register; official No. 78848; age 16 years; classed at Loyd's 100 A 1; bound from Calcutta to Rangoon *vid* Moulmein with a general cargo and coal, value not reported; 4 passengers; and a crew of 55 men.

Collided with the Phayre Street wharf as she was proceeding up the Rangoon river, Burma coast, at 6-35 P.M. of the 4th August. The accident is attributed to a sufficient strain not being kept on the starboard anchor during the setting in of the tide. One of her plates was damaged. No loss of cargo. No life lost.

107. Kinari.—A British inland steamer, of Calcutta; 96 tons register; official number not given; age 5 years; bound from Gewankhally to Calcutta with a cargo of cloth, brass ware, and silk, value not reported, 274 passengers, and a crew of 20 men.

Collided with the *Ellora* in No. 3 Fulta Track, abreast of the village of Fulta whilst that vessel was proceeding up the river Hooghly under pilotage charge on the 6th August 1895. The accident is attributed to an error of the Serang in charge of the *Kinari* which had six stanchions broken, value estimated at R60-10. The damage to the cargo is not reported. No life lost.

108. Dalmatia.—A British screw steamer, of Glasgow; 2,109 tons register; official No. 99791; age 3 years; bound from Calcutta to London with a general cargo, value not reported, and a crew of 57 men.

Broke the tail shaft and lost her propeller on the 7th August when in Lat. 16° 24′ N., Long. 87° 35′ E., bay of Bengal; value of damage not reported. No loss of cargo. No life lost. She returned to Calcutta and was placed in the Kidderpore docks for repairs.

109. Gorsedd.—A British screw steamer, of Cardiff; 2,451 tons register; official No. 98450; age 8 months; classed at Lloyd's 100 A 1; bound from Barry to Suez and Singapore; with a cargo of coals, value not reported; and a crew of 29 men.

Stranded on a rock in Lat. 17° 51′ N., Long. 40° 30′ E., Red sea, at 3 A.M. of the 9th August and became leaky. The vessel was going full speed when the casualty occurred. Soundings were taken after she had struck and no bottom was found at 120 fathoms. It is believed that she struck some unknown object. Divers discovered leaks; between third and fourth plates bulged; holed in starboard bow; and several rivets started. She put in at Perim for temporary repairs; cost not reported. Damage to cargo unknown. No life lost.

110. Canara.—A British screw steamer, of Glasgow; 1,216 tons register; official No. 71673; age 20 years; classed at Lloyd's A 1; bound from Calcutta to Rangoon and Moulmein with a general cargo, value not stated, 2 passengers, and a crew of 77 men.

Collided with Cargo Boat No. 122 in the Rangoon river, Burma coast, at 4-28 A.M. of the 11th August. The boat was standing up the Rangoon Reach well on the starboard bow, and when close to the *Canara* she put her helm aport to cross her course and in doing so collided with her. The boat sank and her crew were thrown into the water, but they were all picked up by other boats except two who were drowned. The *Canara* sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry held to investigate the circumstances were of opinion that the only person to blame was the Tindal of the cargo boat.

111. Argomene.—A British iron ship, of Liverpool; 1,579 tons register; official No. 76415; age 18 years; classed at Lloyd's 100 A 1; bound from Liverpool to Rangoon; with a cargo of salt, value not reported; and a crew of 26 men.

This vessel arrived within the limits of Rangoon harbour at 5 P.M. of the 11th August under pilotage charge and anchored in 6 fathoms at 5-45 P.M. of that day. At 7-30 P.M. the Assistant Harbour Master arrived on board and considered the vessel to be in an unsafe berth. The Assistant Conservator

of the port, who was consulted in the matter, suggested that when the ship swung round to the ebb tide the second anchor should be let go, which would help to keep her steady. At 9 P.M. the starboard anchor was let go with 15 fathoms before the windlass. At 1-45 P.M. of the 12th August the chain-cable commenced to run, and the ship took a broad sheer and grounded on the Rangoon side of the harbour, off the Pegu saw mills. She floated off again at about 5 A.M. and swung with her stern in shore and finally swung clear about 5-30 A.M. The vessel sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry held to investigate the circumstances were unanimously of opinion that the Pilot was responsible for the grounding of the vessel.

112. **Akawan.**—A British Indian tony, of Thana; 1 ton register; official No. 3261; age not known; bound from Thana to Pir Paula and Bombay with a crew of 2 men; no cargo.

The tony proceeded on her voyage, and when near Pir Paula, Bombay coast, at a distance of about a mile from the shore, she encountered unfavourable weather and ran into the Thana creek, where she was capsized by a sudden squall at 4-30 P.M. of the 16th August. The vessel sustained no damage. The crew lost their bedding and clothes; value not stated. No life lost.

113. **Landaura.**—A British steel screw three-masted steamer, of Glasgow; 2148 tons register; official No. 93351; age 10 years; bound from Calcutta to Bombay; with a general cargo, value not reported, and a crew of 65 men.

Lost an anchor and 60 fathoms of chain at Mud Point, river Hooghly, as she was proceeding down under pilotage charge on the 22nd August.

114. **Knight Companion.**—A British screw steamer, of Liverpool; 2593 tons register; official No. 95239; age 7 years; classed at Lloyd's 100 A. I.; bound from Singapore to Calcutta, in water ballast; and a crew of 68 men.

Grounded on Atchipore Reach, river Hooghly, as she was proceeding up under pilotage charge at 11-45 A.M. of the 22nd August. The vessel was taken by an eddy and steered to port against her helm. On recovering with the aid of her engines she proceeded on her voyage. The ground being soft mud she sustained no damage. No life lost.

115. **Aymestry.**—A British screw steamer, of West Hartlepool; 1,953 tons register; official No. 98508, age 4 years and 3 months; classed at Lloyd's 100 A. I.; bound from South Shields to Colombo and Calcutta; with a cargo of petroleum, value not reported; and a crew of 26 men.

Grounded whilst rounding at Fulta point, river Hooghly, as she was proceeding up under pilotage charge at 1-15 P.M. of the 23rd August. The grounding was due to an eddy which caused the vessel to take a sheer to the starboard against her helm. The ground being soft mud the vessel sustained no injury. No damage to cargo. No life lost.

116. **Banda.**—A German screw steamer, of Hamburg; 2,015 tons register; official number not stated; age 5 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Hamburg with a general cargo, value not reported; 3 passengers; and a crew of 53 men.

Grounded on Jarmaker's Reach, river Hooghly, as she was proceeding down under pilotage charge at 11-30 A.M. of the 24th August. The vessel was caught in an eddy and took a heavy sheer to port and went up the bank. She was aground for an hour and-a-half, but sustained no injury. No loss of cargo. No life lost.

117. Ethiopia.—A British screw steamer, of Glasgow; 1,302 tons register; official No. 68120; age 21 years; classed at Lloyds A 1; bound from Calcutta to Moulmein; with a general cargo; value not reported.

Collided with the Spark's Street buoy in the Rangoon river as she was proceeding down under charge of an Assistant Harbour Master at 5 P.M. of the 26th August. The vessel was lying in the stream when she commenced to back down and as she went astern the stern turned towards Dalla. A slight breeze from the south-west blew her towards the jetties, and whilst going ahead she fouled the moorings of one of the buoys of Spark's Street jetty and was herself damaged to the extent of ₹500. The buoy was moored between the *Malda* and the Rangoon shore. The channel between the *Malda* and the pontoon was about 600 feet. The buoy apparently sustained no damage. The vessel lost no cargo. No life lost.

A special Court of Inquiry held to investigate the above circumstances were of opinion that the *Ethiopia* fouled the mooring of the buoy; that the Master showed an error of judgment in going down the inshore side of the *Malda* and in going so far astern; but that he did as well as was possible after he had discovered his mistake. The strong breeze took the vessel over and when near the shore she felt the influence of the flood tide. The Court were further of opinion that these buoys ought to be removed; as it is very difficult to bring a large vessel alongside without fouling them and the mooring chain which they support might be taken direct to the wharf. The buoys are in the way of traffic of all kinds. The Chief Commisioner of Burma requested that such action as the Port Commissioners of Rangoon may consider necessary may be taken on the recommendation of the Court that the buoys referred to in their report should be removed.

SEPTEMBER.

118. Tuna.—A British screw steamer, of Bombay; 85 tons register; official No. 53527; age 9 years; classed at Lloyd's A 1; bound from Aden to Zeila with a general cargo; 9 passengers; and a crew of 26 men.

Stranded at 7-15 P.M. of the 4th September when in Lat. 11° 22′ N., Long. 43° 30′ E., gulf of Aden. The accident is attributed to the vessel overrunning her distance and being slightly set to southward by flood tide. She sustained no damage. No loss of cargo. No life lost.

119. Mohiddeen Bux.—A British Indian wooden brig, of Colombo; 106 tons register; official number not reported; age 17 years; bound from Jaffna to Cocanada and Killakarai; with a cargo of rice and paddy, value not reported and a crew of 12 men.

This vessel when near Nursapore point, on the Coromandal coast, experienced cyclonic weather on the 4th and 5th September and had her main mast with yards, sails, and gear attached, as well as rudder, carried away. To ensure the safety of the vessel about 400 bags of cargo had to be jettisoned; value ₹1,200. She put in at Aden for repairs. Some of her cargo was damaged. No life lost.

120. Mohomed Sumshuddeen Sadaria.—A British Indian wooden schooner, of Tuticorin; 161 tons register; official number not given; age 5 years; bound from Negapatam to Cocanada and Kulaseekharapatam with a cargo of paddy, valued at ₹6,000, twelve passengers, and a crew of 12 men.

Encountered cyclonic weather near Nursapore, Coromandal coast, on the 4th and 5th September, and jettisoned about 500 bags of her cargo; valued at R1,500. No life lost.

121. **Thakara Allum.**—A British Indian wooden barque, of Negapatam; 188 tons register, official number not given; newly built; bound from Porto Novo to Cocanada and Negapatam; with a cargo of paddy, value not reported, and a crew of 19 men.

Encountered cyclonic weather near Nursapore point, Coromandal coast, on the 4th and 5th September, which carried away her main, mizzen, and foretopmasts with all yards, sails, and gear attached, value R3,500. She jettisoned a portion of her cargo to ensure her safety, value R1,000, and put in at the port of Cocanada, as she was unable to proceed further. Some of her cargo was damaged. No life lost.

122. **Dharialutchmy.**—A British Indian wooden brig, of Cocanada; 152 tons register; official number not stated; age 32 years; bound from Cocanada to Tuticorin with a cargo of paddy and castor oil, valued at R8,000; and a crew of 17 men.

This vessel when south of Nursapore point, Coromandal coast, encountered cyclonic weather on the 4th and 5th September, and had her main mast, with yards, sails, and gear, carried away; her rudder also was damaged; value R1,500; and having become unmanageable she put back to Nursapore for repairs. Some of her cargo was lost, value R1,500, and a portion damaged, value not stated. No life lost.

123. **Nawab.**—A British screw steamer, of Liverpool; 2,041 tons register, official No. 96383; age 6 years; classed at Lloyd's 100 A 1; bound from Calcutta to Madras with a general cargo, value not stated; 7 deck passengers; and a crew of 71 men.

Grounded on a mud flat on the Western Gut, James and Mary's, as she was proceeding down the river Hooghly under pilotage charge at 9-15 A.M. of the 5th September. The accident is attributed to her steam-steering gear having suddenly become disabled. She was aground for about fifteen minutes, but sustained no damage; her starboard bow only touching the flat. No damage to cargo. No life lost.

124. **Naderi.**—A British screw steamer, of Bombay; 1,169 tons register; official No. 97982; age 4 years; classed at Lloyd's 100 A1; was in Bombay harbour with a general cargo, value not reported; and a crew of 65 men.

This vessel was returning to the Princess' Dock from a trial trip in Bombay harbour at 8-30 A.M. of the 15th September; and as she was approaching the entrance of the dock, the tide caught her bow and carried her towards the southern side of the entrance, when she collided with the dock wall and had her stem seriously damaged. Cost of repairs not reported. No damage to cargo. No life lost.

125. **Shahzada.**—A British screw steamer, of Liverpool; 1,046 tons register; official No. 78848; age 16 years; classed at Lloyd's 100 A 1; bound from Calcutta to Rangoon and Moulmein with a general cargo; and a crew of 55 men.

Grounded on the Liffey sand, Rangoon river, whilst proceeding down under pilotage charge at 7-40 P.M. of the 20th September. The vessel was

aground until 2-55 A.M. when she got off with the help of the engines without sustaining any damage. No loss of cargo. No life lost.

A special Court of Inquiry held to investigate the circumstances were of opinion that the grounding of the *Shahzada* was due to the mistake of the Pilot in giving the course S. S. W. instead of S. S. E. The Chief Commissioner of Burma accordingly directed the Pilot's license to be suspended for six weeks.

126. **Mohidin Sagool Hamid Bux.**—A British Indian wooden schooner, of Pamban; 35 tons register; official No. 6 of 1893; age 5 years; bound from Pamban to Pasalai and Tondi with a cargo of Palmyra rafters and a general cargo, value not reported; 5 passengers; and a crew of 7 men.

The vessel was struck by a squall from S. S. W. and thrown on her beam ends, and the hatch not being secured, she filled with water and capsized in 5 fathoms, east of Ramaswaram, gulf of Manar, at 1 P.M. of the 20th September. The damage sustained by the vessel is estimated at R500. Cargo lost is valued at R200; damaged R200. No life lost.

127. **Ethiopia.**—A British screw steamer; of Glasgow; 1,302 tons register; official No. 68120; age 21 years; classed at Lloyd's A 1; bound from Calcutta to Rangoon with a general cargo, value not reported, 116 passengers, and a crew of 81 men.

Collided with the Spit Tongue buoy, Rangoon river, Burma coast, at 1-45 A.M. of the 20th September. No damage to vessel or cargo. No life lost, The accident is attributed to the buoy being out of position.

128. **Darius.**—A British screw steamer, of Melbourne; 2,130 tons register; official No. 101707; age 3 years; classed at Lloyd's 100 A 1; bound from Calcutta to Australia *vid* coast ports, with a general cargo, value not stated; and a crew of 77 men.

Grounded on the Mooneekhally sand, Hooghly river, as she was proceeding down under pilotage charge at 11-10 A.M. of the 22nd September, she was aground for about 50 minutes, and apparently sustained no damage. The accident is attributed to the steering gear not acting efficiently.

129. **Bombay.**—A British screw steamer, of London; 2049 tons register; official No. 86976; age 13 years; classed at Lloyd's 100 A 1; bound from Calcutta to Colombo and the Red sea with a general cargo; value not stated and a crew of 31 men.

Grounded on the Moyapore bar, river Hooghly, as she was proceeding down under pilotage charge at 1-15 P.M. of the 23rd September. She was aground for about three minutes and sustained no damage. The accident is attributed to the vessel having got out of the track through bad steering, No damage to cargo. No life lost.

OCTOBER.

130. **Aden.**—A British Indian wooden schooner, of Chittagong; 60 tons register; official No. 10 of 1895; age about 3 months; bound from Naraingunge to Chittagong with a cargo of jute, valued at R10,875; and a crew of 10 men.

Encountered the cyclonic storm which visited the coast of Chittagong at 11 A.M. of the 2nd October, and as her anchors parted away she stranded on Toom chur. After discharging a portion of her cargo she floated off again,

having lost both her anchors and rudder; valued at R400. No loss of cargo. No life lost.

131. **Solomon Shah.**—A British Indian wooden schooner, of Chittagong; 50 tons register; official number not stated; age 3 years; bound from Chittagong to Naraingunge with a cargo of salt, value not reported; and a crew of 9 men.

Stranded on the Narsingpora chur, Chittagong coast, at 1 P.M. of the 2nd October. The vessel encountered a cyclonic storm, during which her windlass sprung, one of her anchors parted away, and the other dragged her on to the chur where she was capsized and her rudder broken. The damage sustained by the vessel is estimated at R200. The whole of her cargo was lost. No life lost. She was ultimately brought back to Chittagong.

132. **Vimaleshvar Mahalakshmi.**—A British Indian vessel, of Honavar; 2 tons register; official No. 2006; age 13 years; classed as a country craft; bound from Kumta to Honavar with a crew of 4 men; no cargo.

Capsized by a strong south-west wind at the mouth of the Honavar creek, near Kasorgod, Bombay coast, at 2-30 P.M. of the 4th October, and was damaged to the extent of R10. No life lost. The crew while swimming to the shore were picked up by a fishing tony.

133. **Yeshwanty.**—A British Indian muchwa, of Honavar; 9 tons register; official No. 1630; age 15 years; bound from Calicut to Mangalore with a general cargo, valued at R1,484; six passengers; and a crew of 5 men.

Damaged her main mast at 2 A.M. of the 17th October when off the port of Kasorgod, Bombay coast, owing to a heavy sea which nearly swamped the vessel while her sail was being lowered. The damage to the vessel is estimated at R50. Cargo to the value of R259 was lost and about R100 was damaged. No life lost.

134. **Salamati.**—A Native craft, of Mangrol; 41 tons register; official No. 8; age 4 years; classed as a batel, bound from Bombay to Porbandar, with a cargo of cotton seeds, valued at R2,064, and a crew of 7 men.

This vessel left Bombay for Porbandar on the morning of the 17th October with her cargo. She reached Surat Bari on the fourth day and anchored. At midnight of the 20th idem having encountered a storm, she jettisoned a portion of the cargo (125 bags) to save her from sinking. About two hours after the storm had abated she proceeded further on to Porbandar Bara, Kathiawar coast, where she encountered another storm, and 50 more bags of seeds had to be jettisoned, and as she was entering the Porbandar creek she grounded on a reef at 3 P. M. of the 24th October, and was damaged to the extent of R300. The value of the cargo jettisoned is estimated at R490. No life lost.

135. **Knight Bachelor.**—A British four-masted screw steamer, of Liverpool; 4,092 tons register; official No. 102163; classed at Lloyd's + 100 A 1; age 1 year; bound from Calcutta to Dundee with a cargo of jute, value not reported; and a crew of 74 men.

Grounded at Poonjallie, as she was swinging to the flood on her way down the Hooghly river under pilotage charge at 10-50 A.M. of the 20th October. She remained aground for about three minutes and having sustained no damage she proceeded and anchored at Fisherman's Point at 1-40 P.M. No loss of cargo. No life lost.

136. **Ally Muduck.**—A British Indian batel, of Cutch Mandvi; 46 tons register; official number and age not known; bound from Carwar to Goa and

Kurrachee with a cargo of cocoanuts and bamboos, value not known; and a crew of 7 men.

This vessel whilst proceeding on her voyage encountered strong winds and anchored off Malabar point, but seeing no improvement in the weather, she made for Bombay harbour, and in rounding the Prongs she stranded at 8 P.M. of the 21st October on Prongs' reef, Bombay coast, and had a large hole made in her side. Some of the cargo was lost and a portion damaged; value not given. No life lost.

137. **Ruparel.**—A British Indian padow, of Bulsar; 17 tons register; official No. 2087; age 10 years; classed as a country craft; bound from Tarapur to Cambay with a cargo of rice and paddy, valued at R1,550, and a crew of 6 men.

Encountered heavy weather while entering Kalai creek, Bombay harbour, at 9 P.M. of the 24th October. Her mast broke and she fell on one side and shipped much water. The vessel was damaged to the extent of R75. Cargo to the amount of R250 was lost and about R1,000 damaged. No life lost.

138. **Larnaca.**—A British steel screw steamer; of Liverpool; 1,492 tons register; official No. 96291; age 6 years; classed at Lloyd's 100 A. I.; bound from Calcutta to Boulogne with a cargo of jute, value not stated; and a crew of 29 men.

Grounded on the Bellary bar, river Hooghly, as she was proceeding down under pilotage charge on the 24th October. She remained aground for forty minutes, but sustained no damage. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

139. **Santon.**—A British Indian pattimar, of Honavar; 32 tons register; official No. 1951; age 34 years; bound from Murdeshwar to Honavar and Bombay with a cargo of firewood, valued at R150, and coir valued at R150; and a crew of 9 men.

Grounded at 7 A.M. of the 27th October on a sandbank off Kasargod near the bar of the Honavar creek, Bombay coast, and was damaged to the extent of R1,500. Cargo of the value of R200 was lost. No life lost.

140. **Hanamant Prasad.**—A British Indian muchwa, of Honavar; 13 tons register; official No. 2062; age 13 years; bound from Honavar to Bombay with a cargo of firewood, valued at R64; and a crew of 5 men.

Capsized at 7 A.M. of the 27th October off Kasargod near the bar of the Honavar creek, Bombay coast, owing to strong south-west winds and high seas. She was damaged to the extent of R225 and all the cargo was lost.

141. **Mount Sirion.**—A British screw steamer, of Glasgow; 2,116 tons register; official No. 104608; was built in 1895; classed at Lloyd's 100 A 1; bound from Sunderland to Calcutta with a general cargo and horses valued at £20,000; 5 passengers; number of crew not reported.

This vessel damaged her eccentric straps at Saugor island, river Hooghly, as she was proceeding up under pilotage charge at 6 A M. of the 27th October. Estimated cost of damage £40. The accident is attributed to defective material. No loss of cargo. No life lost.

142. **Hariprasad.**—A British Indian padow, of Bulsar; 42 tons register; official No. 2833; age unknown; not classed; bound from Bulsar to Calicut with a crew of 10 men; no cargo.

Stranded at 4 A.M. of the 30th October at Varakal, three miles north of Calicut, Malabar coast, to which place she was driven by the force of the sea and damaged to the extent of R300. No life lost.

143. **Godavary Prasad.**—A British Indian padow, of Bulsar; 51 tons register; official No. 4328; age 37 years; not classed; bound from Mutvad to Calicut; with a crew of 11 men; no cargo.

Stranded at 1-30 A.M. of the 30th October at Varakal, three miles north of Calicut, Malabar coast, to which place she was driven by the force of the sea and damaged to the extent of R200. No life lost.

NOVEMBER.

144. **Per Prasad.**—A Portuguese Indian batel, of Diu; 26 tons register; official Nos. Diu 67 and Bombay 4616; age 10 years; bound from Kalyan to Bombay with a cargo of earthen bricks, valued at R136, and a crew of 7 men.

Stranded at 3 A.M. of the 2nd November on a sunken rock in the Kosaigaon creek at a distance of about four miles from Kalyan, Bombay coast, and was damaged to the extent of R30. Cargo to the amount of R8 was lost. No life lost. The accident is attributed to an error of the Tindal.

145. **Scottish Hero.**—A British screw steamer, of London; 1,387 tons register; official No. 105718; age 7 months; bound from Blyth to Port Said and Bombay with a general cargo, value not reported; and a crew of 25 men.

Grounded at 10-45 P.M. of the 10th November at Ras Abuderaj, Red sea, owing to some unknown current, and as she grounded on sand and mud she sustained no damage. She was aground about six hours. No loss of cargo. No life lost.

146. **Clitus.**—A British screw steamer, of Melbourne; 1,588 tons register; official No. 88942; age 9 years; classed at Lloyd's 100 A 1; bound from Australia to Calcutta and Penang with a general cargo, 36 passengers, and a crew of 61 men.

Grounded on the Moyapore bar, river Hooghly, as she was proceeding down under pilotage charge at 3-30 P.M. of the 10th November. The vessel was ashore about two minutes and sustained no damage and never lost her way. The accident was due to an error of the Pilot. No damage to cargo. No life lost.

147. **Chandraban.**—A British Indian vessel, of Karanja; 9 tons register; official No. 186; age 17 years; classed as a country sailing craft; bound from Jaskhar in the Mora creek to Bombay with a cargo of paddy, valued at R522; and a crew of 5 men.

This vessel having loaded her cargo of paddy was on her way to the Mora bridge to obtain manifests, etc., and on the tide ebbing at 2 P.M. of the 15th November she grounded on the mud near Shewa, in the Mora creek, Bombay coast, and lay on one side, and when the flood tide came in she filled with water, but sustained no damage. Cargo to the amount of R288-8 was lost and R112-11 worth damaged. No life lost.

148. **Laxmi.**—A British Indian vessel, of Alibag; 6 tons register; official No. 452; age 55 years; classed as a country sailing craft; bound from Bombay

to Antora with a cargo of clothing, etc., belonging to a dramatic company; 16 passengers; and a crew of 4 men.

Stranded on an unknown rock at 10-30 P.M. of the 15th November at a place called Akadevi, a sub-port of Antora, on the Bombay coast, and sprung a leak. The damage sustained by the vessel is estimated at R6. The cargo lost is valued at R50, and about R 00 worth was damaged. No life lost.

149. Agapanthas.—A British screw steamer; of Glasgow; 2,866 tons register; official No. 99876; age 2 years; classed at Lloyd's 100 A 1; bound from Calcutta to Singapore with a cargo of coal, value not reported, and a crew of 39 men.

Lost her port anchor and 65 fathoms of chain at Fisherman's point anchorage, river Hooghly, whilst under pilotage charge at 1-30 A.M. of the 18th November. The anchor was one of Trotman's patent, weighing about 35 cwt., and the thickness of chain $2\frac{1}{8}$ inches.

150. Vidya Sankar.—A British Indian vessel; of Anjanvel; 26 tons register; official No. 6472; age not known; bound from Mora to Bombay with a cargo of salt, valued at R2,344-14, and a crew of 6 men.

This vessel whilst on her way to the Mora barge, to obtain manifests, etc., stranded on the bank of the Navikhadi creek, Bombay coast, at 2-30 P.M. of the 21st November owing to strong winds and tide, and having capsized, she filled with water, but sustained no damage. Cargo to the amount of R1,680-14-0 was lost. No life lost.

151. Boat No. 25.—A British Indian cargo boat, of Pamban; 10 ton register; no official number; age 5 years; bound from Pamban to Tuticorin with a cargo of cocoanuts valued at R150; three passengers, and a crew of 4 men.

This boat was coming into Tuticorin harbour by the Western Channel at 4-30 P.M. of the 26th November when she experienced strong winds and high seas, and before the sail could be taken in and the anchor dropped, she ran upon the north-west ledge of the Seltine rocks, Ceylon coast, and was damaged to the extent of R200. Cargo to the value of R150 was lost. No life lost.

152. Fultala.—A British screw steamer, of Glasgow; 2,692 tons register; official No. 98589; age 5 years; classed at Lloyd's 100 A 1; bound from Calcutta to Rangoon with a cargo of coals, value not given, and a crew of 91 men.

Grounded on the edge of the Caffree sand, river Hooghly, as she was proceeding down under pilotage charge on the 27th November. The vessel was aground for thirteen hours, but sustained no damage. The occurrence was accidental and attributed to two cargo boats crossing the bows of the steamer. No damage to cargo. No life lost.

DECEMBER.

153. Esidan.—A French screw steamer; of Marseilles; 927 tons register; official number not given; age 29 years; classed at Lloyd's; bound from Colombo to Madras and Calcutta with a general cargo, value not given; 25 passengers, and a crew of 102 men.

Grounded on the flat below Hope's Obelisk, Western Gut, James and Mary's, river Hooghly, as she was proceeding up under pilotage charge on the 5th

December. The accident is attributed to a native cargo boat laden with rice being in the fairway of the steamer. She was aground for 1 hour and 20 minutes, and having sustained no damage, she proceeded on to Calcutta. No loss of cargo. No life lost.

154. Ava.—A British screw steamer; of Glasgow; 2,5 2 tons register; official No. 104650; age 5 months; classed at the British Corporation at Glasgow; bound from Rangoon to Perim and Liverpool; with a general cargo—rice—meal, cutch, hides, and teak—value not stated; 32 passengers, and a crew of 46 men.

Grounded at 9-35 P.M. of the 5th December on Mocha south shoal about two miles from the shore, Lat. 13° 17′ N., Long. 43° 11′ E., Red Sea. On a portion of her cargo being jettisoned, she floated off again without sustaining any damage. No life lost.

155. Tuna—A British screw steamer, of Bombay; 85 tons register; official No. 53527; age 9 years; classed at Lloyd's A 1; bound from Aden to Zeila with a general cargo, value not stated; 14 passengers; and a crew of 28 men.

Grounded at 2-30 P.M. of the 5th December near the Zeila inner buoy, Lat. 11° 26′ N., Long. 43° 31′ E., gulf of Aden. The vessel sustained no damage. No loss of cargo. No life lost. The accident is attributed to the steamer having been slightly set to westward and the sun being right ahead caused a glare and light haze which prevented the inner buoy being seen until too late.

156. Thalatta.—A British iron ship; of Liverpool; 1,748 tons register; official No. 84132; age 14 years; classed at Lloyd's 100 A 1; bound from Hamburg to Rangoon with a general cargo and salt, value not reported. Number of crew not stated.

Collided with the Lower Middle Bank buoy whilst proceeding up the Rangoon river, Burma coast, under pilotage charge on the 12th December. The vessel at the time was rounding Elephant point, and in endeavouring to clear the ship *Hereward*, which was lying in the fairway, she collided with the Lower Middle Bank buoy. No damage was done to the buoy, but the ship's steering gear was damaged. The cost for repairing the same is estimated at ₹275. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the Pilot of the *Thalatta* was not to blame for the collision with the buoy.

157. Sakarkhady.—A British Indian muchwa, of Thana; 9 tons register; official No. 7296; age 31 years; was at anchor at the Kalyan bandar with a cargo of cotton seeds, valued at ₹527-8, and a crew of 6 men.

Sprung a leak near the Kalyan wharf, Bombay coast, about midnight of the 16th December. The vessel was laden with cargo, and whilst lying at anchor, one of the planks of the bottom gave way and, water entering in, damaged cargo to the amount of ₹30. The damage to the vessel is estimated at ₹6. No life lost.

158. Lady Havelock.—A British screw steamer; of London; 322 tons register; official No. 98987; age 4 years; classed at Lloyd's 100 A 1; bound from Colombo to Jaffna with a general cargo, value not known; 66 passengers, and a crew of 39 men.

Grounded at 2-25 P.M. of the 19th December when rounding Shingle island, entrance to the port of Pamban, gulf of Manar. The accident is attributed to an error of the Master in approaching too near the shoal, the strong wind and current helping to set her towards it. She was aground for twelve hours, and got off the following tide without sustaining any damage. No loss of cargo. No life lost.

159. Hampstead.—A British screw steamer; of London; 1,448 tons register; official No. 94313; age 8 years; classed at Lloyd's 100 A 1; bound from Calcutta to Fiume with a cargo of jute, value not stated, and a crew of 25 men.

This vessel left No. 1 Esplanade moorings, river Hooghly, at 6 A.M. of the 21st December under charge of an Assistant Harbour Master, who remained in charge until relieved by the Pilot at Garden Reach at 9-20 A.M. Nothing of importance occurred until she arrived at Sibgunge when the Pilot gave the order to port the helm with the object of clearing the Sibgunge buoy. But the vessel unexpectedly took a steer to starboard and grounded on the sand at 4-10 P.M. of that day. The vessel sustained serious damage; the starboard bridge being out 14 inches, extending to about 70 feet under the engines of the boiler; the port bridge was up about 5 inches, extending about 30 feet, and her keel was up 2½ inches, in length 20 feet. All the internal parts of Nos. 2 and 3 ballast tanks, extending to 70 to 80 feet, were bent and broken, and the rudder also was damaged. The probable cost of permanent repairs was estimated at £8,000. No loss of cargo. No life lost.

A Marine Court was held under Act XII of 1859 for the trial of the Pilot for the grounding of the *Hampstead*. The question put before them for decision was whether the grounding of the vessel was caused by the Pilot's negligence. After evidence had been taken and the matter summed up by the Judge, the jury gave a unanimous verdict of not guilty; and on this verdict, the accused was acquitted.

160. Bullmouth.—A British screw steamer; of London; 2,607 tons register; official No. 102805; age 2 years; classed at Lloyd's + 100 A 1; bound from Calcutta to Fiume and Trieste with a cargo of jute; value not reported.

A fire broke out on this vessel whilst she was loading a cargo of jute at No. 3 berth, Kidderpore docks, river Hooghly, at noon of the 22nd December, and smoke was discovered coming up No. 3 hatchway. The fire was soon extinguished; but it was found necessary to discharge a portion of the cargo to ascertain the amount of damage done. It is supposed the fire originated while the bales of jute were in the lighter, but the ignited bale escaped notice when hoisted with others out of the lighter. The damage to the vessel was not very great, but a large number of the bales of jute were damaged and about 250 bales destroyed by fire, value not stated. No life lost. The cost of temporary repairs to the vessel is estimated at R3,100.

161. Kangra.—A British screw steamer; of Glasgow; 1,478 tons register; official No. 84287; age 15 years; classed at Lloyd's; bound from Rangoon to Barwali, with a general cargo, value not reported; 282 passengers, and a crew of 77 men.

Broke her propeller shaft at noon of the 26th December when in Lat. 16° 8′ N., Long 92° 48′ E., bay of Bengal; she was towed into Rangoon by the Company's steamer *Hazara* without further damage. No loss of cargo. No life lost.

162. **Kadrio.**—A native craft, of Jodyia; 65 tons register; official No. 63; age 12 years; classed as a ganja; bound from Calicut to Jodyia, with a cargo of timber, bamboos, coir strings, etc., valued at R1,217½ and a crew of 8 men.

This vessel left Calicut on the 16th December with her cargo, and after 12 days, arrived at the mouth of the Surat creek, Bombay coast, where it was found that she had sprung a leak, and a large quantity of water was gushing in from her bottom. The tindal considered it advisable to take her to some neighbouring shore for repairs, but at 3 A.M. of the 27th December, whilst on the way, she struck on a rock, known as the Undalea Pir, about three-fourths of a mile from Dhamlej, and was damaged to the extent of R400. Cargo to the value of R7½ was lost. No life lost.

163. **Darya Daulat.**—A British Indian pattimar; of Bombay; 58 tons register; official No 4206; age 15 years; was at Mora bandar with a cargo of salt, valued at R5,832, and a crew of 13 men.

This vessel having laden her cargo of salt was lying at Mora bandar, Bombay coast, and at about 9 P.M. of the 29th December she began to roll owing to a heavy sea, and being fully laden, her seams opened out and she sprung a leak on all sides. The vessel otherwise sustained no damage. Cargo to the amount of R5,040 was lost. No life lost.

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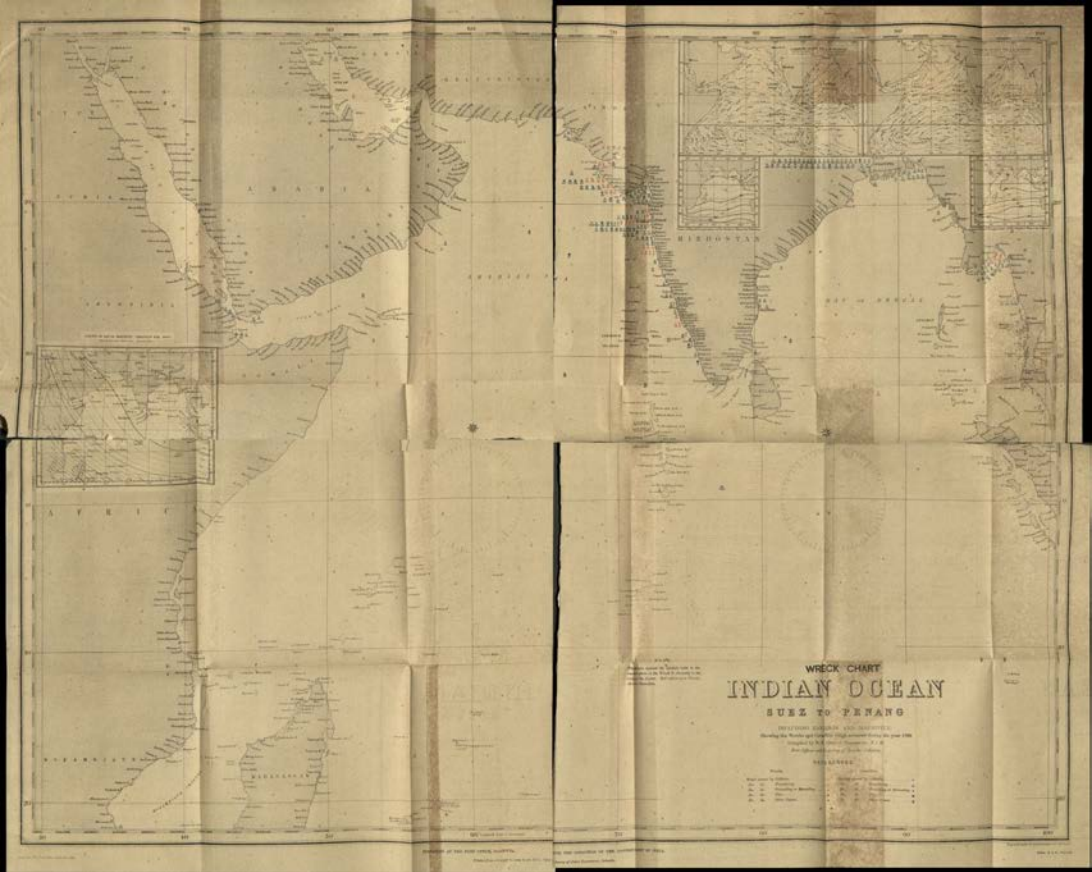
WRECK CHART
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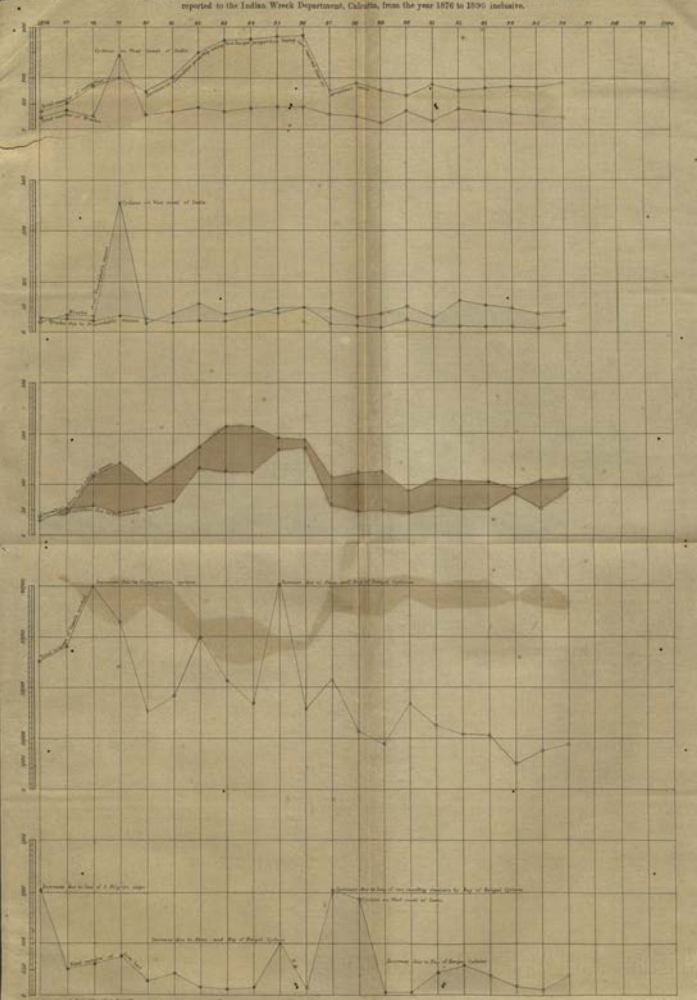
PERSIAN GULF
ARABIAN SEA
BAY OF BENGAL
MALACCA STRAITS
SUNDA STRAITS
TIMOR SEA
INDIAN OCEAN

DIAGRAM.

Shewing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1876 to 1896 inclusive.



GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1896

ROYAL ASIATIC SOCIETY

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY YEARS.

PREPARED BY

B. P. CREAGH, COMMANDER, R. I. M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

CX-C-40

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1897.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

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REVIEW.

THERE were 243 wrecks and casualties reported during the year 1896. Of these there were 54 wrecks and 189 casualties; and a total of 168 lives lost. The wrecks included 6 British and Foreign vessels, 32 British Indian vessels and 16 Native craft; and the casualties included 102 British and Foreign vessels, 62 British Indian vessels and 25 Native craft.

Of the total of 243 wrecks and casualties there were 38 collisions, 14 founderings, 21 groundings, 104 strandings, and 66 miscellaneous cases.

The Table of "General localities" in which these wrecks and casualties occurred shows that the largest number, *viz.*, 107 occurred on the Bombay, Kathiawar and Sind coasts; 45 in the Hooghly river and bay of Bengal, 27 in the Burma coast, and 6 on the Malabar coast; the remainder having occurred elsewhere in smaller numbers as shewn in the Table.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1896, the total tonnage of vessels wrecked, and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1896 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1896 inclusive.

A.—Causes to which the reported maritime disasters may be attributed.

| | Collisions. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Foundering. | | | | Groundings. | | | | | | | | Strandings. | | | | | | | | | | | | Miscellaneous. | | | | | | | | | | | | | | | | | | |

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Africa, north-east coast.	Assam.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Cambay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Cutch, gulf of.	Ganges river.	Hooghly do.	Indian ocean.	Kathiawar coast.	Madras do.	Malabar do.	Manar, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Sind coast.	Total.
Wrecks.																								
British and Foreign	1	...	...	...	...	...	2	...	...	...	...	...	...	...	2	...	...	...	1	...	...	...	...	6
British Indian and Native craft	...	1	...	2	1	20	4	1	...	1	...	1	...	...	10	1	2	...	1	3	...	...	...	48
Casualties.																								
British and Foreign	4	...	1	5	2	9	16	...	1	5	3	...	...	41	2	1	2	1	1	...	1	6	3	104
British Indian and Native craft	...	...	...	...	...	15	5	8	...	2	...	...	...	1	...	18	...	4	1	...	1	...	...	85
Total	5	1	1	7	3	74	27	9	1	8	3	1	...	42	4	29	3	7	3	3	2	6	3	243

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost in each month of the year 1896.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks	5	3	5	6	5	4	3	...	4	2	14	3	54
Ditto Casualties	19	15	12	14	18	9	9	14	12	11	41	15	189
Total tonnage of vessels wrecked	105	296	306	242	1,006	3,002	859	...	1,140	241	812	138	8,147
Number of lives lost	3	...	1	9	...	2	15	1	17	75	45	...	168

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1896 inclusive, showing respectively British and Foreign Vessels, British Indian vessels and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	11	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	6	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	8	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	36	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1896 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,804	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	95	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Jarad*, both wrecked in the Red Sea, nor the Master and crew of both these vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Futtal Kurrim*, *Futtay Rassak*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Futtal Kurrim*, *Futtay Rassack*, *Lady Amherst*, and *William Stephenson*, was not reported and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	126	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,257	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of one British Indian and two Native craft which were not given.
1889	217	9,629	35	
1890	214	16,973	22	
1891	231	12,068	240	
1892	230	10,410	272	
1893	223	12,428	170	
1894	234	5,180	81	
1895	212	7,982	63	
1896	241	8,147	168	

From the foregoing it will be seen that during the past 32 years, 1865 to 1896 inclusive, the annual average number of the reported wrecks and casualties in Indian waters has been 199; the average total tonnage lost was 18,294, and the average number of lives lost 181.

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost from the years 1876 to 1896 inclusive, is also appended to the Return.

INDIAN WRECK DEPARTMENT,
PORT OFFICE;
Calcutta, 25th September 1897.

B. P. CREAGH, *Commander, R.I.M.,*
Port Officer and Registrar
of Wrecks.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Yeshwanti*	British Indian muchwa	5	Purangad	Revdanda and Bombay.	Bajra and firewood, value R17
2	*Sakhri*	Do. vessel	19	Wwa	Mahul	Hay, value R124
3	*Ganeshprasad*	Do. do.	10	Belapur	Trombay	Salt, value R1,080
4	*Yantingyee*	British Burman kattoo	50	Rangoon	Tavoy	Kerosine-oil, value R750
5	*Darya Salamathy*	British Indian muchwa	21	Mangalore	Hangarkotta	No cargo
6	*Gunja Narinpasta*	Do. sloop	117	Cutch	Calcutta and Chandbally.	Kerosine oil, value R11,250
7	*Tuna*	Native craft	155	Cutch Anjar	Busrah	Dates, value R7,500
8	*Laxmi*	British Indian muchwa	24	Sadashivgad	Bombay	Firewood, value R325
9	*Salamat Sarai*	Do. dinghy	69	Gwadur	Kurrachee and Bombay.	Cotton and mats, value not known
10	*Khataopasa*	Native craft	133	Cutch	Calicut & Bombay	Timber and bamboos, value R1,700
11	*Darya Bahadur*	British Indian muchwa	36	Belikeri	Bombay	Firewood, value R289
12	*Daria Dholut*	Do. vessel	33	Bhavnagar	Ditto	Cotton, value not stated
13	*Rajhouse*	Do. muchwa	35	Bombay	Nira	.....
14	*Bone Byan*	British Burman kattoo	68	Tavoy	Rangoon	Dhunny leaves, value R2,000
15	*Oung Ban Gyee*	Do. do.	64	Rangoon	Mergui	General, value R2,500
16	*Alexander*	British Indian vessel	24	Surat	Bhavnagar	Do., value R1,498
17	*Rahimany*	Do. manji	38	Kundapur	Kullai	Paddy, value R1,100
18	*Salamathy*	Do. dhony	16	Do.	Do.	Do., value R720
19	*Chandraban*	Do. muchwa	39	Bombay	Jaygad and Nira	No cargo
20	*David*	Do. barque	810	Moulmein	Negapatam and Coconada.	In ballast
21	*Dowlatprasad*	Do. vessel	52	Mangalore	Bombay	Tiles, value R890
22	*Daria Dowlat*	Do. pattimar	48	Bombay	Nira	No cargo
23	*Lacmy Passa*	Portuguese Indian barque	91	Do.	Diu	Tiles, value R940
24	*Yeshwanti*	British Indian hodi	5	Oni	To sea for fishing purposes.	Fishing net, value R156
25	*Bhavanipasha*	Native craft	115	Lindi (Africa)	Zanzibar and Beyt Dwarka.	Rafters, value R500
26	*Sierra Parima*	British steel ship	1,480	Penarth	Mauritius and Rangoon.	Ballast
27	*Fate Islam*	Native craft	129	Quilimane	Porbandar	Til-seeds, bamboos and cocoanuts, value not stated.
28	*Anchites*	British screw steamer	1,278	Penang	Rangoon	General, value not stated
29	*Allimadat*	Native craft	110	Mahuva	Bombay	Cash, of the value of R3,000
30	*Henrietta Elisabeth*	British Indian barque	351	Negapatam	Nicobars	Rice, earthenware and piece goods, value R4,000.
31	*Colonel Fytche*	Do. do.	398	Do.	Nagore and the Nicobars.	Rice and general merchandise, value R7,500
32	*Fateh Rehman*	Native craft	59	Porbandar	Bhavnagar	Stones, value R550
33	*Haripasa*	Do. do.	57	Kurrachee	Porbandar	Water-pipes, value R6,400

Waters during the year 1896.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
January 1st	Entrance to the port of Sasawana in the district of Colaba.	Bombay coast	Stranding.—Tides and currents	Cargo all lost	None lost.
Do. 11th	At Wwa in the district of Colaba.	Do. do.	Sprung a leak.—Old and worn out	Do. partly damaged	Do.
Do. 16th	Near the Kennery island	Do. do.	Stranding.—Heavy weather	Do. all lost	Do.
Do. 17th	Abreast of the Mahwoon lump buoy, Rangoon river.	Burma do.	Collision with the S. S. *Canara*.—The kattoo not exhibiting light.	Do. do.	1 life lost.
Do. 27th	Six miles south of Kundapore, South Canara.	Bombay do.	Stranding.—Tides and currents	.....	None lost.
February 5th	On the Kanaka sand, entrance to the Dhamra river.	Orissa do.	Stranding.—Heavy weather	Cargo partially lost	Do.
Do. 6th	On the rocks to the north of the island of Karg.	Persian gulf	Do.— Heavy weather	Do. all lost	Do.
Do. 14th	At Mortambi, a sub-port of Ratnagiri.	Bombay coast	Do.— Tides and currents	Do. partially lost	Do.
March 2nd	Half a mile south of Prongs light-house, Bombay harbour.	Do. do.	Sprung a leak.—Heavy weather	Do. do.	Do.
Do. do.	At the mouth of the Beypore river.	Do. do.	Stranding.—Tides and currents	None lost	Do.
Do. 19th	Two miles from the port of Alibag.	Do. do.	Sprung a leak.—Old and worn out	Cargo partially lost	Do.
Do. 20th	Off Bandora, Malabar Point.	Do. do.	Do.— Accidental	Do. do.	Do.
Do. 30th	At the entrance of the Nira creek.	Do. do.	Stranding.—Tides and currents	.....	Do.
April 12th	On the Eastern sands, Rangoon river.	Burma do.	Capsized.—Heavy weather	Cargo all lost	6 lives lost.
Do. 20th	Near the Spit light vessel, Rangoon river.	Do. do.	Collision with the *Bramness*.—The kattoo not exhibiting light.	Do. do.	None lost.
Do. 27th	On a sand bank at the mouth of the Tapti river.	Gulf of Cambay	Stranding.—Tides and currents	Do. do.	Do.
Do. 28th	Near Kasaragod	Malabar coast	Foundering.—Heavy weather	Do. do.	2 lives lost.
Do. do.	Two miles north of Kumbali.	Do. do.	Do.— do.	Do. do.	1 life lost.
Do. 29th	At the entrance of the Nira creek.	Bombay do.	Stranding.—Heavy weather	.....	None lost.
May 2nd	At Cassimedu, north of Madras harbour.	Madras do.	Sprung a leak.—Old and worn out	.....	Do.
Do. 4th	At the mouth of the Purangad creek.	Bombay do.	Do.— Tides and currents	Cargo all lost	Do.
Do. 6th	At the mouth of the Nira creek.	Do. do.	Stranding.—Obstruction of the channel	.....	Do.
Do. 10th	On the Northern Sand spit, Mangalore harbour.	Do. do.	Do.— Error of the Tindal in charge	Cargo all lost	Do.
Do. 14th	Near the Talekeshwar hill on the Vashisti river.	Do. do.	Collision with the *Calinadi*.—Tides and currents.	Do. do.	Do.
June 21st	On the Mandavgad rock, near Vadodra.	Kathiawar do.	Stranding.—Heavy weather	Do. partially lost	Do.
Do. do.	On a reef of Ghang island in the Suadiva Attol, Maldives	Indian ocean	Do.— Do.	.....	1 life lost.
Do. 23rd	Between Socotra and Khimeshwar (Africa).	Africa, north-east coast	Do.— Do.	Cargo partially lost	None lost.
Do. 27th	Ten miles below Eastern Grove light-house.	Burma do.	Do.— Error of the Master	Do. all lost	Do.
July 26th	On the reefs at Vadhavan, near Dantivra bandar.	Bombay do.	Do.— Heavy weather	Do. partially lost	Do.
Do. do.	Lat. 8° 34′ N., Long. 86° 26′ E.	Bay of Bengal	Foundering.—Old and worn out	Do. all lost	15 lives lost.
Do. 29th	Off South point, Nancoury.	Do.	Do.— Heavy weather	Do. partially lost	None lost.
Sep. 17th	About half a mile west of Khambalia near Chorwad.	Kathiawar coast	Stranding.—Heavy weather	Do. do.	Do.
Do. 28th	At the entrance to Porbandar creek.	Do. do.	Do.— Tides and currents	Do. all lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
34	*Taif*	British screw steamer	878	Mauritius	Bombay	Sugar, value not stated
35	*Ripsima Anna Maria*	British Indian brig	129	Naraingunge	Chittagong	Jute, value R25,000
36	*Tuna*	British screw steamer	85	Aden	Zeila, Bulbar and Barbera.	General, value not stated
37	*Hooseinee*	British Indian ganja	156	Kutheeb	Kurrachee	Dry dates, value unknown
38	*Hoosaini*	Do. vessel	150	Katif	Do.	Do. value R14,700
39	*Laxmipasa*	Native craft	99	Bombay	Do.	Iron, acids, etc., value R3,458-8-0
40	*Gitana*	British wooden schooner	62	Anchored in the	Gulf of Manar	Jaggery, palmyra fibres, etc., value R2,000.
41	*Ramaprasad*	British Indian batel	90	Billimora	Baliapatam and Bhavnagar.	Pynee wood, value R1,000
42	*Barkuti*	Do. vessel	23	Goga	Bhagwa	18 cows and buffaloes value, R300
43	*Rambon*	Do. mahagiri	25	Waroda	Bombay	.....
44	*Jeyrampasha*	Native craft	35	Chorwad	Broach	Teakwood planks, and slabs of stones, value not stated.
45	*Ganeshpasha*	Do. do.	...	Bombay	Porbandar	Kerosine oil and jaggery, value R4,127-1
46	*Naranpasa Dharmsi*	Do. do.	60	Mandvi	Calicut	Dates, value R5,100
47	*Haripasha* alias *Lagdo*	Do. do.	44	Saraya	Bombay	Cotton and castor seeds and bajri, value R7,560.
48	*Haripasa*	Do. do.	60	Porbander	Ketibander and Cochin.	Paddy and rice, value R2,650
49	*Khatanpasa* alias *Khatran.*	Do. do.	63	Do.	Bombay	Castor seeds, ghee, chillies, etc., value R2,000.
50	*Fateh Khair*	Do. do.	63	Calicut	Veraval	Timber, split bamboos, planks, etc., value R2,000.
51	*Rampasha*	Do. do.	38	Dwarka	Mahuva	.....
52	*Moulmein*	British steam launch	44	Employed on to	wage service	No cargo
53	*Tha Lah Yah*	British Burman kattoo	34	Mergui	Tavoy and Rangoon.	Dhunnee leaves, value R1,000
54	*Fathel Kheir*	British Indian ganja	104	Busrah	Muscat and Bombay.	Dates, fish, etc., value R6,500

during the year 1896—concluded.

Date of wreck.	Position of wreck and name of shoal, etc.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Sep. 24th	Lat. 18° 36′ S., Long. 58° 21′ E., eighty-five miles from Flat island.	Indian ocean	Capsized.—Overloading	Cargo all lost	17 lives lost.
Do. 30th	Near Hathia	Chittagong coast	Grounding.—Tides and currents	Do. do.	None lost.
Oct. 14th	After leaving Zeila	Gulf of Aden	Foundering.—Heavy weather	Do. do.	75 lives lost.
Do. 27th	At Gies in Janjira	Persian gulf	Do.— Do.	Do. do.	None lost.
Nov. 5th	At Ras Hatam, on the west of cape Kais.	Do. do.	Stranding.— Do.	Do. do.	Do.
Do. 8th	On a rock at Bhogat in the Navanagar district.	Gulf of Cutch	Do.— Do.	Do. partially lost	Do.
Do. 14th	Manapad light-house, bearing 68° W., 2¼ miles.	Gulf of Manar	Foundering.— Do.	Do. do.	4 lives lost.
Do. 17th	About 3 furlongs south of the Baliapatam river bar.	Malabar coast	Stranding.— Do.	Do. do.	None lost.
Do. 20th	Outside the port of Goga	Bombay do.	Capsized.— Do.	Do. all lost	Do.
Do. do.	At the entrance of the Nira creek.	Do. do.	Stranding.—Tides and currents	.....	Do.
Do. do.	On the Veraval shore	Kathiawar coast	Do.— Heavy weather	Cargo partially lost	Do.
Do. do.	Whilst anchored in the harbour of Porbandar.	Do. do.	Foundering.— Do.	Do. all lost	8 lives lost.
Do. do.	In the harbour of Porbandar.	Do. do.	Capsized.— Do.	Do. partially lost	8 lives lost.
Do. do.	Between Patan and Veraval.	Do. do.	Stranding.— Do.	Do. do.	No life lost.
Do. do.	Between Navibandar and Ratia.	Do. do.	Foundering.— Do.	Do. all lost	10 lives lost.
Do. do.	In the harbour of Porbandar.	Do. do.	Do.— Do.	Do. do.	6 do.
Do. do.	On the Mangrol shore	Do. do.	Do.— Do.	Do. partially lost	4 do.
Do. 21st	Near the junction of the Triveni river with the sea.	Do. do.	Stranding.— Do.	.....	None lost.
Dec. 1st	Miegan creek near Sabata	Burma do.	Do.— Error of the Serang	None lost	Do.
Do. 5th	Near the Eastern Grove light-house, Rangoon river.	Do. do.	Do.— Heavy weather	Cargo all lost	Do.
Do. 22nd	Off Pasnee in Beluchistan.	Arabian sea	Sprung a leak.—Old and worn out	Do. do.	Do.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1896.

JANUARY.

1. **Yeshwanti.**—A British Indian muchwa, of Ratnagiri, 5 tons register, official No. 4791, age not known, classed as a country craft, bound from Purangad to Revdanda and Bombay, with a cargo of bajri and firewood, valued at Rs. 17, and a crew of 5 men.

This vessel while proceeding from Revdanda to Bombay sprang a leak off Khanderi. The Tindal made for Sasawana, a sub-port of Mandwa, in the district of Colaba, and while entering the port the vessel struck upon a rock and was dashed to pieces at 5 P.M. of the 1st January. The value of the vessel is estimated at Rs. 100. The whole of the cargo was lost. No life lost.

2. **Sakhri.**—A British Indian vessel, of Thana, 19 tons register, official No. 6242, age not known, classed as a country craft, bound from Wwa to Mahul, with a cargo of hay, valued at Rs. 144, and a crew of 8 men.

Sprung a leak at Wwa, in the district of Colaba, Bombay coast, at 8 P.M. of the 11th January. The vessel being old was not sufficiently strong to carry the cargo, and when she set sail the keel and some of the planks gave way. She filled with water and sank. The value of the vessel is estimated at Rs. 350. Cargo to the value of Rs. 12 was damaged. No life lost.

3. **Ganeshprasad.**—A British Indian vessel, of Jaitapore, 10 tons register, official No. 6298, age not known, classed as a country craft, bound from Belapur to Trombay and Viziadurg with a cargo of salt valued at Rs. 1,080 and a crew of 6 men.

This vessel was proceeding on her voyage and when off the Kennery light-house she met with strong N. W. winds and becoming unmanageable, she struck against some rocks near the Kennery island, Bombay coast, and sank at 7 P.M. of the 16th January. The value of the vessel is estimated at Rs. 400. The whole of the cargo was lost. No life lost.

4. **Yaningyee.**—A British Burman kattoo, of Tavoy, 50 tons register, official No. not given, age 3 years, bound from Rangoon to Tavoy, with a cargo of kerosine oil, value not stated, and a crew of 10 men.

The kattoo was lying at anchor abreast of the Mahwoon lump buoy, Rangoon river, when the S. S. *Canara* collided with her at 2 A.M. of the 17th January. She sank immediately after the collision. The value of the vessel is estimated at Rs. 5,000. Cargo of the value of Rs. 750 was lost. One life lost.

(*See also Casualty Statement No. 12.*)

5. **Darya Salamathy.**—A British Indian muchwa, of Mangalore, 21 tons register, official No. 27 of 1891, age 10 years, classed as a native craft, bound from Mangalore to Hungarkotta, with a crew of 6 men, no cargo.

This vessel set sail from Mangalore on the morning of the 27th January and reached Hungarkotta on the evening of the same day. Owing to low tide and the Tindal being unacquainted with the navigation to the entrance to the port, she cast anchor outside. But her cable having given way in a strong northerly wind, she was upset by the waves, driven ashore, and broken to pieces near Bijadi, 6 miles south of Kundapur, South Canara, Bombay coast. The value of the vessel is estimated at Rs. 500. No life lost.

FEBRUARY.

6. **Gunja Narinpassa.**—A British Indian wooden sloop, of Cutch, 117 tons register, official No. 1402, age 15 years, bound from Cutch to Calcutta and Chandbally, with a cargo of kerosine oil, valued at Rs. 11,250 and a crew of 12 men.

This vessel, having arrived at the entrance to the Dhamra river, Orissa coast, anchored in 4 fathoms of water, with two anchors down, and having experienced strong easterly winds she dragged her anchors, stranded on the Kanaka sand and ultimately broke in two at 8 A.M. of the 5th February. Value of the vessel not reported. Cargo to the amount of Rs. 1,760 was lost. No life lost.

7. **Tuna.**—A native craft, of Cutch Anjar, 155 tons register, official No. 4704-S., age 8 years, bound from Cutch Anjar to Busrah, with a cargo of dates valued at Rs. 7,500, and a crew of 15 men.

Encountered strong southerly winds which drove the vessel from her course to the north of the island of Karg in the Persian gulf. Subsequently the wind veered to the north-west and blew a strong gale which carried away her jib. She then anchored to save herself from running ashore, and as the wind increased the cable was cut and the vessel was driven ashore and wrecked against the rocks at 3-30 A.M. of the 6th February. The value of the vessel is estimated at Rs. 13,000. The whole of the cargo was lost. No life lost.

8. **Laxmi.**—A British Indian muchwa, of Bombay, 24 tons register, official No. 4722, age not known, bound from Sadashivgad to Bombay with a cargo of firewood, valued at Rs. 325, and a crew of 8 men.

Stranded against a rock at 5 P.M. of the 14th February, and was broken to pieces at Mortambi, a sub-port of Ratnagiri, Bombay coast. The value of the vessel is estimated at Rs. 900. Cargo to the value of Rs. 225 was lost. No life lost.

MARCH.

9. **Sallamut Savai.**—A British Indian dinghy, of Kurrachee, 69 tons register, official No. 498-C., age not given, bound from Gwadur to Kurrachee and Bombay, with a cargo of cotton and mats, value unknown, and a crew of 10 men.

This vessel left Gwadur on the 20th February for Bombay with her cargo of cotton and mats, and during her voyage she experienced very heavy weather, in consequence of which she sprung a leak and became water-logged, half a mile south of Prongs light-house, Bombay harbour, and ultimately became a total loss at 4 A.M. of the 2nd March. Value of the vessel is not reported. The cargo was partially lost. No life lost.

10. **Khataopasa.**—A native craft, of Navanagar, 133 tons register, official No. 198, age 8 years, not classed, bound from Cutch to Calicut and Bombay, with a cargo of timber and bamboos, valued at Rs. 1,700, and a crew of 10 men.

Stranded at the mouth of the Beypore river, Bombay coast, at 11-30 P.M. of the 2nd March. The vessel was crossing the bar whilst a swell was setting in, and having drifted too much on the southern side of the bar she touched and failed to get off. The value of the vessel is estimated at Rs. 9,000. No loss of cargo. No life lost.

11. **Darya Bahadur.**—A British Indian muchwa, of Ratnagiri, 36 tons register, official No. 8160, age 32 years, classed as a country craft, bound from Belikeri to Bombay with a cargo of firewood, valued at Rs. 289, and a crew of 8 men.

Sprung a leak at 10 A.M. of the 19th March, when about 2 miles off the port of Alibag, Bombay coast, owing to her being old; and as the sea beat upon her she broke to pieces. The value of the vessel is estimated at Rs. 600. Cargo to the value of Rs. 264 was lost. No life lost.

12. **Daria Dholat.**—A British Indian vessel, of Surat, 33 tons register, official No. 3787, age not stated, bound from Bhavnagar to Bombay, with a cargo of cotton, value not stated, and a crew of 8 men.

Sprung a leak owing to her having struck on a broken fishing stake, and as she began to fill with water, she steered for the nearest land off Bandora, Malabar point, Bombay coast, where she became a total wreck on the 20th March. The value of the vessel is estimated at Rs. 2,000. A part of the cargo was salved, and a portion damaged, value not stated. No life lost.

13. **Rajhouse.**—A British Indian muchwa, of Nira, 35 tons register, official No. 8341, age 30 years, bound from Bombay to Nira, with a crew of 8 men, no cargo.

Stranded at the entrance of the Nira creek, Bombay coast, at noon of the 30th March, and as the waves beat violently against her she broke to pieces. The value of the vessel is estimated at Rs. 200. No life lost.

APRIL.

14. **Bone-Byan.**—A British Burman kattoo, of Tavoy, 68 tons register, official No. not stated, age 12 years, bound from Tavoy to Rangoon, with a cargo of dhunny leaves, value Rs. 2,000, and a crew of 15 men.

Capsized at noon of the 12th April in the Eastern sands, Rangoon river, Burma coast, during a strong southerly gale, and as everything was awash, she was abandoned by the crew at 7 P.M. of that day. The vessel ultimately became a total wreck, value estimated at Rs. 4,000. The whole of the cargo was lost. Six lives lost.

15. **Oung Ban Gyee.**—A British Burman kattoo, of Mergui, 64 tons register, official No. not stated, age 3 years, not classed, bound from Rangoon to Mergui, with a general cargo, value Rs. 2,500, and a crew of 9 men.

This vessel was lying at single anchor, near the Spit light-vessel, Rangoon river, Burma coast, when the Norwegian steamer *Framness* collided with her and sank her at 4-30 A.M. of the 20th April. The value of the vessel is estimated at Rs. 3,700. The whole of the cargo was lost. No life lost.

(*See also Casualty Statement No. 56.*)

16. **Alexander.**—A British Indian vessel, of Bhavnagar, 24 tons register, official No. 472, age not known, bound from Surat to Bhavnagar, with a cargo of rice, value Rs. 121; jowari, value Rs. 1,245; pulse, value Rs. 10-8; fresh vegetable, value Rs. 120; and earthen pots, value Rs. 2; and a crew of 7 men.

This vessel while leaving the creek broke her rudder, became unmanageable, and stranded on a sand bank at the mouth of the Tapti river, gulf of Cambay, at 4 P.M, of the 27th April, and was totally lost. The whole of the cargo aggregating Rs. 1,498-8 was lost. No life lost. The value of the vessel is not stated.

17. **Rahimany.**—A British Indian manji, of Tellicherry, 31 tons register, official No. 9 of 1884, age 11 years, not classed, bound from Kundapur to Kullai, with a cargo of paddy, value Rs. 1,100, and a crew of 7 men.

This vessel left Kundapur on the morning of the 28th April, and when near Kasaragod on the Malabar coast, she encountered very stormy weather, and a heavy sea having dashed against her, she foundered at 11 P.M. of that day. The value of the vessel is estimated at Rs. 1,200. A portion of the cargo was jettisoned, and the rest was lost with the vessel. Two lives lost.

18. **Salamathy.**—A British Indian dhony, of Kalai, 16 tons register, official No. 9 of 1893, age 3 years, bound from Kundapur to Kullai, with a cargo of paddy, valued at Rs. 720, and a crew of 7 men.

Encountered heavy squalls and high seas at 11 P.M. of the 28th April, when 2 miles north of Kumbali, on the Malabar coast, and foundered. The value of the vessel is estimated at Rs. 600. The whole of the cargo was lost. One life lost.

19. **Chandraban.**—A British Indian muchwa, of Nira, 39 tons register, official No. 11601, age 25 years, classed as a country craft, bound from Bombay to Jaygad and Nira, with a crew of 7 men, no cargo.

Stranded at the entrance of the Nira creek, Bombay coast, at midnight of the 29th April, owing to strong southerly winds which diverted the course of the vessel, and finally broke her to pieces. The value of the vessel is estimated at Rs. 300. No life lost.

MAY.

20. **David.**—A British Indian wooden barque, of Moulmein, 810 tons register, official No. 41530, age unknown, bound from Moulmein to Negapatam and Coconada, in ballast, and a crew of 22 men.

Sprung a leak at 5 P.M. of the 2nd May at Cassimode, north of Madras harbour. The vessel being very old commenced to leak badly, and, as the sand ballast was choking the pumps the Master considered it necessary to beach her. She ultimately became a total loss. The value of the vessel is estimated at Rs. 12,000. No life lost.

21. **Dowlatprasad.**—A British Indian vessel, of Porbandar, 52 tons register, official No. 137, age 13 years, bound from Mangalore to Bombay, with a cargo of tiles, valued at Rs. 890, and a crew of 6 men.

This vessel having encountered high seas sprung a leak at 7 A.M. of the 4th May at the mouth of the Purangad creek, Bombay coast, and as the waves

beat against her she broke in pieces and the whole of the cargo was lost. The value of the vessel is estimated at Rs. 1,000. No life lost.

22. **Daria Dowlat.**—A British Indian pattimar, of Nira, 48 tons register official No. 12036, age 29 years, classed as a country craft, bound from Bombay to Nira, with a crew of 8 men, no cargo.

Stranded at the mouth of the Nira creek, Bombay coast, at 2 P.M. of the 6th May, and broke to pieces, owing to some obstruction in the bed of the creek. The value of the vessel is estimated at Rs. 300. No life lost.

23. **Lacmy Passa.**—A Portuguese Indian wooden barque, of Diu, 91 tons register, official No. 7, age 8 years, not classed, bound from Bombay to Diu, with a cargo of tiles, value Rs. 940, and a crew of 10 men.

Stranded on the northern sandspit of Mangalore harbour, Bombay coast, as she was proceeding on her voyage at 11-30 A.M. of the 10th May. The accident is attributed to the Tindal taking the vessel out without a pilot during adverse winds. The vessel being old she sprung a leak, and her bottom giving way she broke in pieces and became a total wreck. The value of the vessel is estimated at Rs. 7,000. The whole of the cargo was lost. No life lost.

24. **Yeshwanti.**—A British Indian hodi, of Anjanvel, 5 tons register, official No. 6817, age 18 years, classed as a country craft, bound from Diu to sea, for fishing purposes, with a crew of 4 men.

Collided with Messrs. Shephard and Company's *S. S. Calinadi*, near the Talakeshwar hill, on the Vashisti river, Bombay coast, at 3 A.M. of the 14th May and was broken to pieces. The value of the vessel is estimated at Rs. 150. The fishing nets and the boat's tackle valued at Rs. 156 were lost. No life lost.

JUNE.

25. **Bhavanipasha.**— Anative craft, of Beyt Dwarka, 115 tons register, official No. 25, age 10 years, not classed, bound from Lindi (Africa) to Zanzibar and Beyt Dwarka, with a cargo of rafters, valued at Rs. 500, six passengers, and a crew of 14 men.

This vessel after leaving Zanzibar with her cargo and passengers continued her voyage until the 16th June when she encountered strong winds and rough seas which carried away her sails, etc. She then became unmanageable and struck on the Mandavgadh rock, near Vadodra, on the Kathiawar coast, at 10 A.M. of the 21st June and became a total wreck. The value of the vessel is estimated at Rs. 1,785. Cargo to the value of Rs. 492 was lost. No life lost.

26. **Sierra Parima.**—A British steel ship, of Liverpool, 1,480 tons register, official No. 86212, age 14 years, classed at Lloyd's 100 A.1., bound from Penarth to Mauritius and Rangoon, in ballast, and a crew of 29 men.

Stranded at 3-30 A.M. of the 21st June, on a reef of Ghang island in the Suadiva Attol, Maldives, Indian ocean, owing to rough and cloudy weather attended with rain, and was totally lost. The crew were saved and landed at Colombo, except one man who died of fever on Ghang island.

27. **Fate Islam.**—A native craft, of Porbandar, 129 tons register, official No. 73, age 7 years, classed as a ganjo, bound from Quilimane to Porbandar, with a cargo of till seeds, bamboos, and cocoanuts, value not stated, and a crew of 12 men.

After leaving Quilimane, this vessel encountered very stormy weather from the 17th to the 23rd June between Socotra and Khimeshbear, on the north-east coast of Africa, in the Arabian sea, necessitating the mast being cut down, and as she drifted on to the rocks near the shore her hull was broken to pieces. The damage to the vessel is estimated at Rs. 5,000. About Rs. 1,000 worth of the cargo was damaged. No life lost.

28. **Anchises.**—A British screw steamer, of Liverpool, 1,278 tons register, official No. 70974, age 21 years, bound from Penang to Rangoon, with a general cargo, 220 passengers, and a crew of 64 men.

This vessel after leaving Penang for Rangoon stranded at 2-50 P.M. of the 27th June, 10 miles below Eastern Grove lighthouse, Lat. 16° 28′ N., Long 96° 37′ E., gulf of Martaban, and having eventually broken in two she was abandoned by the Master and crew on the 14th July. The value of the vessel and cargo is not reported. No life lost.

A Court of Inquiry held under section 7, Indian Merchant Shipping Act V of 1883, to investigate the circumstances, were of opinion, that the Master was guilty of gross negligence in setting his course from Double island without allowing for the set of the tides and showed further negligence in not reducing the soundings taken to low water level.

JULY.

29. **Alimadat.**—A native craft, of Bhavnagar, 110 tons register, official No. 385, age 8 years, bound from Mahuva to Bombay, with cash to the value of Rs. 3,000, one passenger, and a crew of 11 men.

Encountered cyclonic weather at 5 P.M. of the 25th July while on her way to Bombay which broke her main mast and drove her on to the reefs at Vadhavan near Dantivra bandar, Bombay coast, where she was completely wrecked. The value of the vessel is estimated at Rs. 5,000. Cash to the value of Rs. 845 was lost, as also articles belonging to the crew, valued at Rs. 10. No life lost.

30. **Henrietta Elizabeth.**—A British Indian wooden barque, of Negapatam, 351 tons register, official No. 13 of 1896, age 26 years, built in Siam, bound from Negapatam to the Nicobars, with a cargo of rice, earthen ware, and piece goods valued at Rs. 4,000, and a crew of 30 men.

Foundered in the bay of Bengal, Lat. 8° 34′ N., Long. 86° 26′. E., at 1 P.M. of the 26th July. The vessel experienced heavy seas on the voyage, and being old her seams opened out. She sprung a leak, but the pumps not being able to keep the water under, she sank and was totally lost. The value of the vessel is not known. The whole of the cargo was lost. The Master and crew left the vessel in two boats, an hour before she sank. The Master two mates, and 12 of the crew left in one boat whilst the other 15 seamen left in another boat. The latter was lost sight of about 2 hours after and has not been heard of since. The other boat reached the middle Andaman island about a week after. From this place they found their way to Table island where they arrived on the 17th August and on the 1st September they were brought to Akyab by the R. I. M. S. *Dalhousie*.

31. **Colonel Fytche.**—A British Indian wooden barque, of Negapatam, 398 tons register, no official No., age about 31 years, not classed, bound from Negapatam to Nagore and the Nicobars, with a cargo of rice and general merchandise, and a crew of 32 men.

Sprung a leak and foundered off South point, Nancoury, bay of Bengal at about 11 A.M. of the 29th July owing to rough weather. The value of the vessel is estimated at Rs. 35,000, and of the cargo at Rs. 7,500. No life lost, the crew having been saved by the *Shawool Hameed.*

A Court of Inquiry held, under section 7 of the Indian Merchant Shipping Act V of 1883, to investigate the cause of the vessel's loss, were of opinion that the Master was not to blame.

AUGUST.

No wrecks reported during this month.

SEPTEMBER.

32. **Fateh Rehman.**—A Native craft, of Porbandar, 59 tons register, official No. 138, age 3 years, bound from Porbandar to Bhavnagar, with a cargo of stones, valued at Rs. 550, and a crew of 9 men.

This vessel left Porbandar at 2 P.M. of the 11th September and at 11 P.M. of the same day she experienced a heavy gale from the south which dashed her against the rocks and broke her to pieces on the sea beach about half a mile west of Khambalia near Chorwad, on the Kathiawar coast. The value of the vessel is estimated at Rs. 3,000. The larger portion of the cargo was lost, value Rs. 400. No life lost.

33. **Haripasa.**—A native craft, of Cutch, 57 tons register, official No. 2304, age not known, classed as a batel, bound from Kurrachee to Porbandar with a cargo of water pipes, valued at Rs. 6,400, and a crew of 7 men.

This vessel having reached her destination was compelled to remain at her anchorage ground for five days as it was low water when an attempt was made to haul her inside Porbandar creek, Kathiawar coast, but owing to high waves and rough seas she was dashed against the rocks, sprung a leak and sank in deep water on the 18th September. The value of the vessel is estimated at Rs. 2,000. The whole of the cargo was lost. No life lost.

34. **Taif.**—A British screw steamer, of Bombay, 878 tons register, official No. 89999, age 12 years, classed at Lloyd's 100 A.I., bound from Mauritius to Bombay with a cargo of sugar, value not stated, 36 passengers, and a crew of 56 men.

This vessel proceeded on her voyage at 1-30 P.M. of the 23rd September, the weather being moderate, and the wind blowing moderate from the south-east. On the day following the weather was clear, the wind blew a strong breeze with a confused sea, and the vessel commenced to take a list to port. Fore and aft sails were set and the vessel kept three points before the wind. At 6 A.M. of the following day she was kept dead before the wind and the sails were taken in. The Engineer then reported that he could not obtain steam any longer as the fires had fallen to one side of the furnaces and the firemen had left the stoke hole. At 6-30 A.M. as the vessel was taking a heavier list the starboard life boats were ordered out. But they could not be launched owing to the list. The port life boats were washed out of chocks at the same time. The vessel was then at a list of about 45 degrees. The after boats were then ordered out to be launched. Some of the passengers and some of the

crew got into them. A sailing ship (the *Carodoc*) being sighted, signals of distress were hoisted, and at 8-30 A.M. she hove to render assistance. At 8-40 A.M. the vessel fell over on her beam ends; and at 8-45 she foundered in Lat. 18° 36′ N., Long. 58° 21′ E., Indian ocean. The *Caradoc* lowered her boats which reached about 2 hours after the vessel had foundered. In consequence of the foundering 17 lives were lost by drowning; the remainder, 75 in all, *viz.*, Master, 55 crew and 19 passengers, were saved by the *Caradoc*, who subsisted on board that vessel from the 24th September to the 22nd October when 74 were transferred to the S. S. *Prinz Henrich;* one passenger having died on board the *Caradoc* from *tetanus*. Nothing was saved from the foundered vessel. The value of the vessel and cargo is not known.

A Court of Inquiry held at Colombo to investigate the circumstances regarding the foundering of the S. S. *Taif*, were of opinion that it was due to overloading; that although the Master had no motive in leaving the port with that cargo, he had done wrong in going out. His conduct was wrongful conduct; and the Court had therefore to pass its censure upon him by depriving him of his certificate for the space of a year.

35. **Ripsima Anna Maria.**—A British Indian wooden brig, of Chittagong, 129 tons register, official No. 12 of 1892, age not known, bound from Naraingunge to Chittagong, with a cargo of jute, valued at Rs. 25,000 and a crew of 12 men.

This vessel on leaving port was towed by Messrs. Ralli Brothers' steam launch up to Hathia and on being let go at 3 P.M. of the 29th September she anchored with other vessels during the flood. Next morning she set sail but the vessel took the ground and as the water decreased she settled down. Information was given to the Sundeep Police Station, and although canvas was supplied to take the cargo out they could not reach the vessel on account of the strong current. She finally broke up near Hathia, on the Chittagong coast between 8 and 9 A.M. of the 30th September, and was abandoned as a total wreck. The whole of the cargo was lost. No life lost.

OCTOBER.

36. **Tuna.**—A British screw steamer, of Bombay, 85 tons register, official No. 53527, age 11 years, classed at Lloyd's A. I.; bound from Aden to Zeila, Bulhar, and Berbera, with a general cargo, 48 passengers, and a crew of 27 men.

This vessel left Aden in fine weather on the evening of the 12th October, reached Zeila all well on the 13th, and left on the afternoon of the 14th after discharging passengers and cargo, and taking in more of both. When she left Zeila she had evidently less cargo than she had frequently carried; 27 of a crew, all told; 48 passengers, of which four were first class, and the rest Somalis and Arabs. After leaving Zeila on the afternoon of the 14th October the vessel was never seen again, nor were any of her crew or passengers and no bodies have been recovered.

A Court of Inquiry held at Aden under section 8 of the Merchant Shipping Act V of 1883, as amended by Act VI of 1891, to investigate the circumstances attending the loss of this vessel were of opinion that the Master of the *Tuna* was not to blame in leaving Zeila when he did; though at that time it was blowing, the gale was by no means at its height; that seems to have been reached about 6 hours after the steamer left, and the probability

is that she ran nearly into the centre of what was, practically, a cyclone, and being unable to escape owing to being close to a lee shore she was swamped by a heavy sea and foundered.

37. **Hooseinee.**—A British Indian ganja, of Kurrachee, 156 tons register, official No. 430-C., age 8 years, bound from Kutheeb in the Persian gulf to Kurrachee, with a cargo of dry dates, value unknown, and a crew of 14 men.

This vessel, three days after leaving Kutheeb, experienced heavy weather about the 27th October and being broken in two she foundered at Gies, in Janjira, Persian gulf, and became a total wreck. The value of the vessel is estimated at Rs. 8,000. The whole of the cargo was lost. No life lost.

NOVEMBER.

38. **Hoosaini.**—A British Indian vessel, of Kurrachee, 150 tons register, official No. not known, age 8 years, bound from Katif to Kurrachee, with a cargo of dry dates, valued at Rs. 14,700, and a crew of 15 men.

Stranded at Ras Hatam, on the west of cape Kais, Persian gulf, at 11 P.M. of the 5th November. The vessel was driven by the force of a north-westerly gale to the rocks where she was broken in pieces and the whole of the cargo lost. A portion has been salved; value not stated. No life lost. The value of the vessel is not reported.

39. **Laxmipasa.**—A native craft, of Cutch Mandvi, 99 tons register, official No. not given, age 8 years, class not stated, bound from Bombay to Kurrachee, with a cargo of iron, sulphuric acid, planks, bamboos, ropes etc., valued at Rs. 3,458-8, two passengers, and a crew of 9 men.

This vessel set sail from Bombay to Kurrachee at 10 A.M. of the 31st October and at 9 P.M. of the 8th November, when she encountered very heavy winds and owing also to the darkness of the night she stranded on a rock at Bhagot, in the Navanagar district, gulf of Cutch, and broke in pieces. The value of the vessel is estimated at Rs. 5,000. The cargo lost is valued at Rs. 3,019-8. No life lost.

40. **Gitana.**—A British Indian wooden schooner, of Tuticorin, 62 tons register, official No. not given, age 22 years, not classed, was anchored in the gulf of Manar, with a cargo of jaggery, palmyra fibres, olai mats, empty casks and medicine (drugs) valued at Rs. 2,000, and a crew of 8 men.

Experienced cyclonic weather, accompanied with heavy rain between the 14th and 16th November and foundered at sea, Manapad lighthouse bearing 68° W. 2¾ miles, gulf of Manar. The vessel had drifted to sea during the absence of the Master and was totally lost with 4 of the crew on the morning of the 14th November. The whole of the cargo was lost. The value of the vessel is estimated at Rs. 8,000. Four lives lost.

41. **Ramaprasad.**—A British Indian batel, of Bulsar, 90 tons register, official No. 1729, age 36 years, bound from Billimora to Baliapatam and Bhavnagar, with a cargo of pynee wood, value not stated, and a crew of 16 men.

The vessel had anchored about three furlongs south of the Baliapatam river bar opening, Malabar coast, at 5 P.M. of the 17th November, when she encountered a sudden storm for which she was quite unprepared and parting from her anchors she drifted on to some shoals and was totally lost. The value of the vessel is estimated at Rs. 8,000. Cargo lost is valued at Rs. 350. No life lost.

42. **Barkati.**—A British Indian vessel, of Surat, 23 tons register, official No. 3552, age not known, bound from Goga to Bhagwa, with a cargo of 13 cows and buffaloes, valued at Rs. 300, two passengers, and a crew of 7 men.

This vessel left Goga at 7-30 P.M. of the 20th November, the weather being then clear. But when near the shore a violent gale of wind and rain came on and she capsized at 8 P.M. of that day and was finally lost. The animals were all drowned; but the passengers and crew got ashore on a raft.

43. **Ramban.**—A British Indian vessel, of Nira, 25 tons register, official No. 12588, age 31 years, classed as a country craft, bound from Waroda to Bombay, with a crew of 6 men, no cargo.

This vessel broke away from her anchorage at the entrance of the Nira creek, Bombay coast, and striking against some rocks was broken to pieces at noon of the 20th November. The value of the vessel is estimated at Rs. 800. No life lost.

44. **Jeyrampasha.**—A native craft, of Veraval, 35 tons register, official No. 35, age 7 years, not classed, bound from Chorwad to Broach, with a cargo of teakwood planks, and slabs of stones, value not stated, and a crew of 5 men.

This vessel on setting sail for Broach was overtaken by a severe gale which drifted her on to a shoal at Veraval, Bombay coast, where she stranded and broke in pieces on the 20th November. A portion of the cargo was jettisoned, value Rs. 250, and some of it removed on shore. The value of the vessel is estimated at Rs. 800. No life lost.

45. **Ganeshpasha.**—A native craft, of Veraval, registered tonnage, official No. and age not known, classed as a kotia, bound from Bombay to Porbander, with a cargo of kerosine oil and jaggery, valued at Rs. 4,127-1-0, and a crew of 5 men.

Encountered cyclonic weather and high seas whilst she was anchored in the harbour of Porbandar, Kathiawar coast, and foundered at 9 P.M., of the 20th November. The whole of the cargo was lost, and 4 of the crew and 4 other men that were sent to render assistance were drowned. The value of the vessel is not stated.

46. **Naranpasa Dharmao.**—A native craft, of Cutch Mandvi, about 60 tons register, official No. 1917, age 10 years, classed as a ganjo, bound from Mandvi to Calicut, with a cargo of dates, valued at Rs. 5,100, one passenger, and a crew of 7 men.

Capsized at midnight of the 20th November in a cyclonic storm, owing to high waves which she experienced whilst in the harbour of Porbandar, Kathiawar coast, and was totally lost, value Rs. 5,700. Cargo to the amount of Rs. 4,800 was lost. Eight lives lost.

47. **Haripasha** *alias* **Lagdo.**—A native craft, of Saraya, under Jamnagar, about 44 tons register, official No. and age not known, bound from Saraya to Bombay, with a cargo of cotton, castor seeds, and bajra, valued at Rs. 7,560, and a crew of 8 men.

This vessel sailed for Bombay at 8 P.M. of the 17th November and all went well up to the 19th idem. At night she experienced a terrific cyclonic storm accompanied with rain which broke her cable, drifted her on to a rock and she was dashed to pieces between Pasan and Veraval on the Kathiawar coast, at 4 P.M. of the 20th idem. Value estimated at Rs. 2,000. The cargo was partially lost, value Rs. 6,762. No life lost.

48. **Haripasa.**—A native craft, of Porbandar, 60 tons register, official No. 104, age not known, classed as a ganjo, bound from Porbandar to Ketibandar and Cochin, with a cargo of paddy and rice, valued at Rs. 2,650, and a crew of 10 men.

Foundered on the 20th November during a cyclonic storm and high waves which she experienced between Navibandar and Ratia on the Kathiawar coast and was totally lost, value Rs. 3,000. The whole of the cargo was lost. Ten lives lost.

49. **Khatanpasa** *alias* **Khatran.**—A native craft, of Porbandar, 63 tons register, official No. 15, age 10 years, bound from Porbandar to Bombay, with a cargo of castor seeds, ghee, chillies, gunny bags and stones, valued at Rs. 2,000, and a crew of 6 men.

This vessel whilst anchored in the harbour of Porbandar, Kathiawar coast, and when on the point of sailing experienced a cyclonic storm and high waves at midnight of the 20th November which drifted her out to sea, where she was lost in the total darkness and has not been heard of since. The whole of the cargo and crew were lost.

50. **Fateh Khair.**—A native craft, of Veraval, 63 tons register, official No. not stated, age 5 years, bound from Calicut to Veraval, with a cargo of timber, split bamboos, planks, etc., valued at Rs. 2,000, and a crew of 9 men.

This vessel had left Calicut and was very near Veraval, when she encountered a cyclonic storm which drove her on to the shores of Mongrol, Kathiawar coast, where she was broken to pieces at 3 P.M. of the 20th November. The value of the vessel is estimated at Rs. 4,000. Nearly the whole of the cargo was lost. Four lives lost.

51. **Rampasha.**—A native craft, of Mahuva, 40 tons register, official No. 4209, age 38 years, bound from Navanagar to Dwarka and Mahuva, with a crew of 11 men; no cargo.

Experienced a cyclonic storm at 4 P.M. of the 21st November near the junction of the Triveni river with the sea, Kathiawar coast, and being drifted about by the high waves, she ultimately stranded on shore and broke to pieces. No life lost.

DECEMBER.

52. **Moulmein.**—A British twin screw steam launch belonging to the Arakan Flotilla Company, of Moulmein, 44 tons register, age 10 years, official No. and class, etc., not reported, bound from Buthidoung to Akyab, cargo unknown, crew 7 men.

Stranded in the Mingan creek, near Sabata, on her way to Akyab, and sank at 7 P.M. of the 1st December. After the steamer had left Sabata village, she ran into the western bank of the Sabata creek not very far from the main village. The launch went high into the bank just before the ebb tide was about to fall and stuck there with her bow on the land. Attempts were made to get her off, but without success, and as the tide gradually fell, the stem of the launch got lower, eventually filled, and being on a rather steep slope the launch slipped backwards, not being held up enough, and sunk into a depth of about 8 or 9 fathoms of water. The value of the vessel is estimated at Rs. 40,000. The whole of the cargo was lost. No life lost.

A Court of Inquiry held under section 31 of the Inland Steam Vessels Act, 1884, to investigate the circumstances were of opinion that the Serang

in charge had negligently failed in his duty in not keeping in the usual course after leaving Sabata village; and under the orders of the Chief Commissioner his certificate of competency as a Serang was suspended for one year.

53. **Tha Lah Yah.**—A British Burman kattoo, of Mergui, 34 tons register, official No. not stated, age 8 years, bound from Mergui to Tavoy and Rangoon, with a cargo of dhunnee leaves, valued at Rs. 1,000, and a crew of 11 men.

Experienced strong easterly winds near the Eastern Grove lighthouse, at the entrance of the Rangoon river, Burma coast; and both cables having parted she drifted on to the sands and broke up at 8 A.M. of the 5th December. Value of the vessel estimated at Rs. 3,000. Cargo all lost. No life lost.

54. **Fathel Kheir.**—A British Indian ganja, of Bombay, 104 tons register, official No. 4717, age 10 years, bound from Busrah to Muscat and Bombay, with a cargo of dates, fish, etc., vauled at Rs. 6,500, and a crew of 15 men.

This vessel, whilst off Pusnee, in Beluchistan, sprung a leak and being in a sinking condition was abandoned by the Tindal and crew, after sunset of the 22nd December, when off the coast of Mekran, Lat. 25° N., Long. 63° 25′ E., Arabian sea. The cargo was all lost. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Casualties reported in Indian

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo, and its total value.
1	*Laxmiprasad*	British Indian muchwa	8	Kelva Mahim	Bombay	Green ginger, value Rs. 350
2	*Pakialetchmy*	Do. barque	399	Moulmein	Nagapatam	Timber and sundries, value Rs. 24,000
3	*Atlas*	British steam launch	84	Plying in the	Hooghly river	No cargo.
4	*Nizam*	British screw steamer	2,042	Calcutta	Bombay	General, grain and coal, value not stated
5	*Vasna*	British fore and aft schooner.	503	Nagapatam	Colombo	General, value not stated
6	*Ramprasad*	British Indian vessel.	25	Broach	Anjar	Teak rafters, value Rs. 366
7	*Clan Macrae*	British screw steamer	1,664	Liverpool	Bombay	General, value not stated
8	*Anantha Poorany*	British Indian schooner	87	Calicut	Jaffna	Tiles, value not stated
9	*Dalmatia*	British screw steamer	2,109	Calcutta	Trieste, Fiume and Venice.	General and jute, value not stated
10	*Sakhri Salamati*	Native craft	10	Belapur	Bombay	Hay, value Rs. 84
11	*Mavooli*	Do. do.	58	Lying in the port	of Karanja	Salt, value Rs. 4,336
12	*Canara*	British screw steamer	1,216	Rangoon	Moulmein	General, value not stated.
13	*Mahadin Pasa*	Native craft	20	Calicut	Porbandar	Bamboo blinds, value Rs. 375
14	*Castleventry*	British screw steamer	1,915	Chittagong	Not reported	General, value not reported
15	*Sirdhana*	Do. do.	2,074	Calcutta	Moulmein and Penang.	General and rice, value not stated
16	*Scindia*	Do. do.	2,050	Bombay	Karrachee	General, value not stated
17	*Picton*	Do. do.	1,527	Shields	Suez and Madras	Coal, value not reported
18	*Africa*	Do. do.	1,299	Calcutta	Rangoon	General, value not reported
19	*Bassein*	British paddle steamer	208	Do.	Balasore	Do. do.
20	*Camorta*	British screw steamer	1,351	Rangoon	Madras	General, value not stated
21	*Baghdad*	Do. do.	820	Do.	Penang	No cargo
22	*Victor*	British steam launch	10	Plying in the	Rangoon river	Do.
23	*Arabia*	British screw steamer	2,331	Calcutta	London	General, value not stated
24	*Darya Daulat*	British Indian muchwa	7	Plying in the	Honavar creek	Garlic, tobacco and piece goods, value Rs. 500.
25	*Luni*	British steam launch	12	Do.	do.	No cargo
26	*Dolatpasa*	Native craft	27	Navibandar	Bombay and Porbandar.	Jaggery, bricks, cement, rice, cotton seeds, etc., value Rs. 3,140.
27	*Hooghly*	British steel flat	...	Calcutta	Dibrughur	Unknown
28	*Pitamber Prasad*	Native craft	18	Bulsar	Dahanu	Teakwood rafters, value Rs. 400
29	*Idzumi Maru*	Japanese screw steamer	1,999	Bombay	Tokio *viâ* Tuticorin and the Straits ports.	Cotton, value not stated
30	*Laxmi*	British Indian muchwa	10	Chene	Bombay	Straw, value Rs. 75
31	*Ali Madath*	Do. do.	30	Mangalore	Quilandy and Cochin.	Tiles and empty casks, value Rs. 600
32	*Argus*	British screw steamer	1,822	Melbourne	Colombo and Madras.	Coal and horses, value not stated
33	*Hakim*	British iron flat.	...	Dibrughur	Calcutta	Coal, value Rs. 5,000.
34	*Adjai*	Do. do.	...	Cuttack	Do.	Lime, value Rs. 50,000

Waters during the year 1896.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
Jan. 2nd	On a rock to the west of Manori point.	Bombay coast	Stranding.—Error of the Tindal	Cargo all lost	None lost.
Do. 3rd	Off the beacon in the Salween river.	Burma do.	Do.— Do. do.	None lost.	Do.
Do. 5th	On the Mooneekhally sands.	Hooghly river	Collision with the S. S. *Nizam*.—Error of the Master.	Do.	2 lives lost.
Do. do.	Do. do.	Do. do.	Collision with the *Atlas*.—Error of the Master.	Do.	None lost.
Do. do.	At the head of the north-west corner of Sand Bank Channel, Rameswaram island.	Ceylon coast	Grounding.—Tides and currents	Do.	Do.
Do. 7th	At the mouth of the Nerbudda river.	Gulf of Cambay	Stranding.— Do. do.	Cargo partially lost.	Do.
Do. 8th	Princess dock, Bombay harbour	Bombay coast	Collision with the *Mikado*.—Accidental	None lost	Do.
Do. 9th	On the edge of a reef 2½ miles S. W. of Manaly island.	Gulf of Manar	Stranding.—Error of the Tindal	Cargo partially lost and partly damaged.	Do.
Do. 10th	No. 6 Jetty	Hooghly river	Fire.—Accidental	Cargo partially damaged.	Do.
Do. 15th	Near Belapur in the Thana district.	Bombay coast	Stranding.—Heavy weather	Cargo all lost	Do.
Do. 16th	On a reck in the Karanja creek.	Do. do.	Do.— Do.	Cargo partially lost and partly damaged.	Do.
Do. 17th	Abreast of the Mohwoon lump buoy, Rangoon river.	Burma do.	Collision with the *Yaningyee*.—The kattoo not exhibiting light.	None lost.	Do.
Do. 18th	Near Surat Bari	Gulf of Cambay	Loss of cargo.—Heavy weather	Cargo jettisoned.	Do.
Do. 20th	On a mud bank in the Chittagong river.	Chittagong coast	Stranding.—Tides and currents	None lost.	Do.
Do. 21st	On the Bilugyun channel Moulmein or Salween river.	Burma do.	Grounding.—Error of the Pilot	Do.	Do.
Do. 23rd	Lat. 18° 58′ N., Long. 64° 23′ E.	Arabian sea	Damage to engine.—Accidental	Do.	Do.
Do. 24th	Souter point light, bearing S. E. distant 12°.	Madras coast	Collision with a vessel (name not reported).—Unknown.	Do.	Do.
Do. 25th	On the Pazundaung Spit, Rangoon river.	Burma do.	Grounding.—Error of the Pilot	Do.	Do.
Do. 31st	Below Hooghly point	Hooghly river	Do.— Do.	Do.	Do.
February 1st	Rangoon river, Central Eastern buoy, bearing E. ½ S. and Spit light ship N. ¼ E. ¾ E. magnetic.	Burma coast	Do.— Alteration of the channel	Do.	Do.
Do. 2nd	At Kamakasit, Rangoon river.	Do. do.	Collision with the steam launch *Victor*.—Error of the Harbour Master.	Do.	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Baghdad*.—Error of the Harbour Master.	Do.	...
Do. 7th	In the Auckland channel	Hooghly river	Stranding.—Alteration of the channel	Do.	Do.
Do. do.	At the mouth of the Honaver creek.	Bombay coast	Do. Heavy weather	Cargo partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Do.— Do.	None lost	Do.
Do. 10th	At Surat Bari	Gulf of Cambay	Damage to vessel.—Heavy weather	Cargo partly jettisoned	Do.
Do. 13th	At the entrance of the Doagra channel, Sunderbunds.	Bay of Bengal	Stranding.— Do.	Do. damaged	Do.
Do. 14th	Near Veraval bander	Kathiawar coast	Loss of cargo, boat, etc.—Heavy weather	Do. jettisoned	Do.
Do. 18th	On the Tuticorin roadstead	Gulf of Manar	Stranding.—Error of the Leadsman	None lost	Do.
Do. do.	Near the Thana bridge	Bombay coast	Collision with the buttress of the Thana bridge.—Heavy weather.	Cargo all lost	Do.
Do. 22nd	Near the port of Quilandy	Malabar do.	Sprung a leak.—Accidental	Do. partially lost	Do.
Do. do.	On the Armaghon shoal	Madras do.	Stranding.—Error of the Master	None lost	Do.
Do. 28th	On a sunken rock near Tezpore.	Brahmaputra river, Assam.	Do.— Accidental	Cargo partially lost.	Do.
Do. do.	Circular canal in Calcutta	Hooghly river	Do.— Tides and currents	Do. damaged	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
35	*Dustagiri*	British Indian muchwa	24	Cochin	Kumpta and Mangalore.	Chillies, gram, seeds, sandals, and bones, value R1,068.
35½	Jamnaprasad	Do. padow.	25	Dahanu	Cambay	Teakwood, value R350
36	*Queen Louise*	British screw steamer	2,170	Moulmein	Bombay	Not reported
37	*Kut Sang*	Do. do.	1,481	Calcutta	Hongkong	General and opium, value not stated
38	*Meyun*	Do. do.	92	Aden	Perim and Zeila	General, value not stated
39	*Don Lakshmiprasad*	British Indian vessel	15	Sadashivgad	Ankola	Shells, value R15
40	*Adolf*	German iron ship	1,651	Hamburg	Rangoon	Salt and rice, value not stated
41	*Sonapati*	British Indian vessel	7	Kalyan	Bombay	Hay, value R150
42	*Vithal Prasad*	Portuguese Indian muchwa	28	Malpe	Goa	Fish manure, value R75
43	*Labhsavai*	British Indian padow	46	Dholera	Bombay	Cotton, value R11,550
44	*Lanarshire*	British iron barque	794	Newport	Seychelles and Calcutta.	In ballast
45	*Laxmi*	British Indian hodi	51	Goregaum	Mohaprol	Rice and gram, value R40
46	*Ruparel*	Do. padow.	13	Mahim	Dantivra	Firewood, value R75
47	*Ramban*	Do. do.	43	Bombay	Mora	Gunny bags, value R25
48	*Luxmee*	Do. muchwa	11	Bhwinady	Bombay	Teak timber and firewood, value R69-6
49	*Euterpe*	German four-masted ship	2,069	Colombo	Bassein	Rice, value R1,94,169
50	*Baroda*	Do. screw steamer	1,896	Hamburg	Bombay and Calcutta.	General, value unknown
51	*Australia*	British do.	3,590	London	Aden and Bombay.	General, value not reported
52	*Tolki*	British Indian dinghy	100	Broach	Kurrachee	Pulse, tobacco, etc., value R2,555-8
53	*Easby Abbey*	British screw steamer	1,901	Suez	London	General, value not reported
53½	Antje	Do. do.	326	Natal	Calcutta	In ballast
54	*Rufford Hall*	Do. do.	2,557	Kurrachee	Marseilles and Liverpool.	General, value not reported
55	*Java*	Do. do.	920	Chafbat	Bombay	Do. do.
56	*Framness*	Norwegian screw steamer	1147	Penang	Rangoon	Do. do.
57	*Deepdale*	British do.	1,650	Bombay	Mucalla and Aden.	General, value not stated
58	*Mahadeoprasad*	British Indian muchwa	10	Bassein	Bhayndar	Salt and gunny bags, value R972-2
59	*Machoo Macheri*	Native craft	10	Kochkhadi	Bhavnagar	Hay, value R32
60	*Ishwanti*	British Indian mahagiri	19	At anchor at	Bombay	Salt, value R769-12-6
61	*Bhawani*	Do. vessel	7	Alibag	Karanja	No cargo
62	*Terra*	British screw steamer	1,808	Akyab	Colombo	Rice, value unknown
63	*Megna*	British do.	754	Calcutta	Do. and Tuticulvassel.	General, value not stated
64	*Laxmi*	British Indian mahagiri	14	Wadia	Bombay	Salt, value R1,530
65	*Mount Tabor*	British screw steamer	1,398	Aden	Red Sea ports	Do., value not stated
66	*Palkee*	British Indian pattimar	28	Calicut	Cannanore	In ballast
67	*Sirdhana*	British screw steamer	2,074	Penang	Rangoon	In stone and water-ballast
68	*Brenda*	British iron ship	1,169	New York	Calcutta	General, value not reported
69	*Bundi Batel*	Native craft	43	Porbandar	Bombay	Ghee and stones, value R1,400

Waters during the year 1896—continued.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
March 1st	Off Shirar	Malabar coast	Stranding.—Error of the Tindal	Cargo partially lost and partly damaged.	None lost.
Do. 4th	At the mouth of the Mahi river.	Gulf of Cambay	Grounding.—Tides and currents	Do. all lost	Do.
Do. do.	Whilst swinging at anchor in the Moulmein river.	Burma do.	Do.— Do.	.....	Do.
Do. 5th	On the Panchpara Reach.	Hooghly river	Do.— Do.	None lost	Do.
Do. 8th	Lat. 11° 31′ N., long. 43° 32′ E.	Gulf of Aden	Do. — Error of the Master	Do.	Do.
Do. 9th	On the rocks off Shedikal near Ankola	Bombay coast	Do.— Tides and currents	Cargo all lost	Do.
Do. 10th	Whilst at anchor in the Rangoon river.	Burma do.	Collision with S. S. *Camorta*.—Error of the Harbour Master.	None lost	Do.
Do. 17th	Near the Railway bridge at Thana.	Bombay do.	Stranding.—Heavy weather	Cargo all lost	Do.
Do. 18th	At the bar of the entrance to the Malpe river.	Do. do.	Do.— Tides and currents	Do.	Do.
Do. 26th	About 15 miles off Dholera bander near Bhavalaria.	Do. do.	Do.— Error of the Tindal	Do.	Do.
Do. 27th	On the Saugor Roads	Hooghly river	Collision with the steam tug *Warren Hastings*. Error of the Master.	.....	Do.
Do. 30th	In the Savitri creek, near Dabhol.	Bombay coast	Capsized.—Tides and currents	Cargo all lost	1 life lost.
Do. 31st	On a sand bank near the Arnala fort, at the mouth of the Viturna river.	Do. do.	Stranding.—Error of the Tindal	Do. partially lost	None lost.
April 1st	At Mora bander	Do. do.	Capsized.—Error of the Tindal	Do. do.	Do.
Do. 2nd	On a rock about a mile north of Bhandup.	Do. do.	Stranding.—Tides and currents	Do. all lost	Do.
Do. 6th	On the Baroni rock off Diamond island	Burma do.	Do.— Error of the Master	Do. partially lost	Do.
Do. 7th	On the Armaghon shoal	Coromandel coast	Do.— Do.	Do. do.	Do.
Do. 11th	At the Victoria dock, Bombay harbour.	Bombay do.	Collision with the dock wall—Accidental.	None lost	Do.
Do. 13th	On the Kookarvara shoal, Norbudda river.	Do. do.	Stranding.—Tides and currents	Cargo partially lost and partly damaged	Do.
Do. 16th	On the Jubal reef at Ashraff	Red sea	Do.— Do.	Do. partially lost	Do.
Do. 17th	On the northern bank, Garden Reach.	Hooghly river	Do.— Do.	.....	Do.
Do. 19th	At No. 4 Swinging moorings, Kurrachee harbour.	Sind coast	Collision with the S. S. *Java*.—Accidental	None lost	Do.
Do. do.	Do. do.	Do. do.	Do. with the S. S. *Rufford Hall*. Accidental.	Cargo partially damaged.	Do.
Do. 20th	At the entrance to the Rangoon river	Burma coast	Collision with a Burmese kattoo.—Not exhibiting light.	None lost	Do
Do. 27th	Lat. 17° 25′ N., Long. 67° 11′ E.	Arabian sea	Fire.—Spontaneous combustion	Do.	Do.
Do. 28th	Bhaydar Preventive station wharf, Basscin creek.	Bombay coast	Capsized.—Tides and currents	Cargo all lost.	Do.
Do. 29th	On a rock near the Roovaparl light-house.	Gulf of Cambay	Stranding.— Do.	Do.	Do.
Do. do.	In the Trombay creek	Bombay coast	Sprung a leak.— Do.	Do.	Do.
May 1st	Near the Kasba rocks in the port of Mandwa.	Do. do.	Capsized.—Heavy weather	.....	Do.
Do. 2nd	About 25 miles south of Minicoy island.	Indian ocean	Damage to engine.—Unknown	None lost	Do.
Do. 5th	5 miles from Trimulvassel	Bay of Bengal	Do. Do.	Do.	Do.
Do. do.	Off Mahul in the Trombay creek.	Bombay coast	Sprung a leak.—Tides and currents	Cargo partially lost.	Do.
Do. 5th	Aden harbour, at the entrance to the Red sea.	Red sea	Stranding.— Do.	None lost.	Do.
Do. 7th	Near the port of Badagara	Malabar coast	Capsized.—Heavy weather	.....	Do.
Do. 10th	Lewis street pontoon, Rangoon river.	Burma do.	Collision with the R. I. M. Str. *Canning*. Heavy weather.	.....	Do.
Do. do.	On the lower part of Roypore Reach.	Hooghly river	Stranding.—Heavy weather	None lost.	Do.
Do. do.	On a rock at Waplarbara, near Porbandar.	Kathiawar coast	Do. do.	Do.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
70	*King Arthur*	British screw steamer	1,047	Busra	Mohemrah and Bhej.	General, value not reported
71	*Strathmuir*	British wooden barque	1,175	Hull	Colombo	General, value not stated
72	*Crescent*	British screw steamer	905	Bombay	Natal *vid* Morambique and Beira.	Do. do.
73	*Ooryia*	Do. do.	465	Calcutta	Chandbally	Do. do.
74	*Pandua*	Do. do.	2,126	Do.	Rangoon	Do. do.
75	*Meheramari*	British Indian mahagiri	18	Bombay	Mora	Mowra flowers, value R1,125
76	*Ida*	Do. wooden schooner	368	Port Natal	Calcutta	In ballast
77	*Ethiopia*	Do. screw steamer	2,302	Do.	Moulmein and Rangoon.	Timber, value not stated
78	*Pudia Odom*	Do. Indian barque	24	Mangalore	Amandivi	General, value R995.
79	*Chunguna*	British Indian vessel	4	Mahad and Bankot.	Kolthare	Ground nuts, rice, value R465
80	*Magdala*	British screw steamer	2,297	Barry	Batavia	Coal, value not reported
81	*Eshwanti*	British Indian pagar	1	Karivue	Chipoli	No cargo
82	*Goa*	British screw steamer	1,217	Bombay	Aden	General, value not stated
83	*Chanda*	Do. do.	1,305	Calcutta	Pooree	Do. do.
84	*Sir John Coode*	Do. steel dredger	342	Greenock	Port Said and Colombo.	In ballast
85	*Bhawani*	British Indian muchwa	6	Bombay	Mora	No cargo
86	*Chittagong*	British Indian wooden schooner.	74	Chittagong	Narainguage	Salt, value R1,650
87	*Murex*	British screw steamer	2,319	Calcutta	Genoa and Marseilles.	General, value not stated
88	*Gaekwar*	Do. do.	2,742	Do.	Rangoon	Coal, wheat, sheep and goat, value not reported.
89	*Barnagore*	Do. steel flat	.....		In Calcutta	Not reported
90	*Eshwanti*	British Indian muchwa	6	Rewas	Bombay	No cargo. Was out at sea for fishing purposes.
91	*Daphne*	Austro-Hungarian screw steamer.	1,149	Calcutta	Colombo	General, value not reported
92	*Bancoora*	British screw steamer	2,198	Do.	Do.	Coal, value not reported
93	*Jahangir*	British Indian padow	28	Agar Akanda	Mora	Do, value R3,060
94	*Abdul Kadur*	Turkish screw steamer	1,380	Busra	Bushire	General, value not stated
95	*Vortigern*	British screw steamer	1,982	Cardiff	Bombay and Calcutta.	In water ballast.
96	*Mombassa*	Do. do.	3,039	London	Calcutta	General, value not stated
97	*Sultan*	Do. do.	2,034	Calcutta	Jeddah	Rice, value not reported
98	*Mansoorah*	Arabian dhow	12	Aden	Perim	General, value not stated
99	*Rudetheimer*	German screw steamer	1,793	Hamburg	Madras and Calcutta.	Do. do.
100	*Naderi*	British screw steamer	1,169	Bombay harbour		Do. do.
101	*Peebleshire*	British iron barque	866	Calcutta	Talcahuano	Gunnies, value R2,70,000
102	*Daphne*	Austro-Hungarian screw steamer.	1,149	Do.	Coconada, Madras and Colombo.	General, value not stated
103	*Thorndale*	British screw steamer	1,971	London	Port Said and Kurrachee.	Do. do.
104	*Katoria*	Do. do.	664	Calcutta	Chittagong	Do. do.
105	*Sirdhana*	Do. do.	2,704	Do.	Negapatam *vid* coasts ports.	Do. do.
106	*Macheri*	British Indian vessel	5	At	Umarsari	No cargo

Waters during the year 1896—continued.

Date of Casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
May 12th	At Buthire	Persian gulf	Stranding.—Heavy weather	None lost	None lost.
Do. 15th	Outer Cochin roadstead	Malabar coast	Fire.—Unknown	Cargo partially damaged.	Do.
Do. 15th	On a shoal north of Beira, Lat. 19° 46′ S., Long. 35° 6′ E.	Indian ocean	Stranding—Error of the Master	None lost	Do.
Do. 16th	Off the Dredge bar	Hooghly river	Do.— Accidental	Do.	Do.
Do. do:	At Garden Reach	Do. do.	Collision with the Lower College Sand buoy —Error of the Pilot.	Do.	Do.
Do. 22nd	On the rocks westward of the Mora barge.	Bombay coast	Stranding.—Tides and currents	Cargo partially lost and partly damaged.	Do.
Do. 23rd	Below the Obelisk, Hog river Reach.	Hooghly river	Do.— Heavy weather	.....	Do.
Do. 24th	Near Amherst point, Moulmein river.	Burma coast	Grounding.—Error of the Pilot	None lost	Do.
Do. 26th	About 3 miles north of Kanchikod.	Bombay do.	Stranding.—Heavy weather	Cargo partially lost	Do.
June 2nd	At the mouth of the Kolthare creek.	Do. do.	Capsized.— Do.	Do. partially lost and partly damaged.	Do.
Do. 7th	On north beach, Perim island.	Gulf of Aden	Stranding— Do.	None lost	Do.
Do. 20th	In the Savitri creek	Bombay coast	Capsized.—Heavy weather	.....	1 life lost.
Do. 21st	About 77 miles W. S. W. of Bombay harbour.	Do. do.	Damage to engine.—Do.	None lost	None lost.
Do. do.	On the bank at Hooghly point.	Hooghly river	Stranding —Tides and currents	Do.	Do.
Do. 25th	Lat. 15° 21′ N., Long. 42° 4′ E.	Red sea	Do.— do.	.....	Do.
Do. 27th	On a rock at the entrance of the Shewa creek.	Bombay coast.	Do.— do.	.....	Do.
Do. 28th	Near Shahbazpore on the Manikpore chur.	Chittagong do.	Stranding.—Heavy weather	Cargo partially lost and partly damaged.	Do.
Do. 29th	Lower Bellary channel	Hooghly river	Do.— Defective steering gear	None lost	Do.
July 8th	At Garden Reach	Do. do.	Collision with the flat *Barnagore*.—Error of the Engineer.	Do.	Do.
Do. do.	Do. do	Do. do.	Do. with the *Garkmar*.—Error of the Engineer.	.....	Do.
Do. 10th	Off Thullbandar	Bombay coast	Capsized.—Heavy weather	.....	Do.
Do. 12th	On the Budge-Budge Reach	Hooghly river	Stranding.—Defective steering gear	None lost	Do.
Do. 21st	On the Negapatam roadstead.	Coromandel coast	Collision with the *Queen of England*.—Error of the Master.	Do.	Do.
Do. 25th	In the Shewa creek	Bombay coast	Foundering—Heavy weather	Cargo all lost	Do.
Do. 27th	On a shoal 10 miles off cape Sukra.	Arabian sea	Stranding.— Do.	None lost	Do.
Do. 29th	South-west of the Outer light vessel at Bombay.	Bombay coast	Damage to engine.—Do.	.....	Do.
Do. 30th	Kantabaria Reach below Diamond harbour.	Hooghly river	Stranding.—Tides and currents	None lost	Do.
August 6th	Exact position not known	Arabian sea	Damage to vessel.—Heavy weather	Cargo partly damaged.	Do.
Do. do.	Aden harbour	Gulf of Aden	Collision with a steam launch.—Error of the Master.	None lost	Do.
Do. 10th	On the bank at Hogohly light and Mooncekhally point.	Hooghly river	Stranding.—Tides and currents	Do.	Do.
Do. 12th	Princess' dock, Bombay harbour.	Bombay coast	Fire.—Unknown	Cargo partly damaged	Do.
Do. 13th	At James and Marys	Hooghly river	Stranding.—Accidental	Do. do.	1 life lost.
Do. do.	Below Fulta point and Nynan.	Do. do.	Grounding with loss of anchor and chain.—Error of the Pilot.	None lost	Do.
Do. do.	Off Merewether pier, Kurrachee harbour.	Sind river	Grounding.—Tides and currents	Do.	Do.
Do. 15th	On a newly formed hump in the Chittagong river.	Chittagong coast	Stranding.— Do.	Do.	Do.
Do. 16th	Lower s crossing mark Peonjalee.	Hooghly river	Do.— Defective steering gear	Do.	Do.
Do. 17th	About 2 miles west of the Kosumba light.	Bombay coast	Damage to vessel.—Heavy weather	.....	None lost.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
107	*Fatti Khaler*	British Indian batel	87	Jafarabad	Bombay	Ghee, gunny bags, etc., value R2,860
108	*Zampa*	British screw steamer	1,526	Rangoon	Port Said	Rice, value R2,53,866
109	*Golaghat*	British inland steamer	520	At	Calcutta	General, value not stated
110	*Orandes*	British four-masted barque	2,565	Middlesboro'	Do.	Salt, value not stated
111	*Rat Rowa*	British screw steamer	1,839	London	Karrachee and Bombay.	General, value not stated
112	*Arracan*	Do. do.	1,877	Liverpool	Rangoon	Do. do.
113	*Labhsawai*	Portuguese Indian batel	29	Diu	Bombay	Goat skins, shark fins, fish maws, value R210.
114	*Daria Dowlat*	British Indian bodi	4	Burcondi	Do.	No cargo
115	*Anaga*	British screw steamer	2,251	Cardiff	Calcutta and Chittagong.	In water ballast
115½	*Mosambique*	Do. steel barque	2,305	New York	Calcutta	Petroleum and lubricating oils, value R2,94,875.
116	*Ariel*	Do. screw steamer	1,906	Barrow in Furness	Madras and Chittagong.	No cargo
117	*Coromandel*	Do. do.	2,783	Calcutta	London	General, value not stated
118	*Wistow Hall*	Do. do.	2,139	Do.	Bombay	Coal, value not reported
119	*Kashinath*	British Indian mahagiri	21	Bombay	Malwan	No cargo
120	*Jerampara*	Native craft	129	Gulch Mandvi	Busrah	In ballast
121	*Luxmi*	British Indian mahagiri	24	Jaygad	Bombay	Bamboos and bhendi wood, value R217
122	*Katoria*	Do. screw steamer	664	Rangoon	Calcutta	General, value not stated
123	*Dumbarton*	Do. twin-screw steamer	80	Employed as a steam tug		
124	*Thorsdale*	Do. screw steamer	1,971	Calcutta	Fiume	General, value not stated
125	*Murex*	Do. do.	2,329	Do.	Genoa and Leghorn.	Do. and jute, value not stated
126	*Laxmee*	British Indian muchwa	10	Bhwindi	Bombay	Rice and bran, value R1,503
127	*Rupirel*	Do. padow	18	Bombay	Bhavnagar	English coals, value not stated
128	*Hornet*	British screw steamer	28	Perim	D'Jibouti	No cargo
129	*Sheikh Berkhud*	Do. do.	358	At	Perim	Coal, value not stated
130	*Meyun*	Do. do.	91	Aden	D'jibouti	No cargo
131	*Jamnapraiad*	British Indian padow	17	Bombay	Bhavnagar	Cocoanuts, value R762-8
132	*Argus*	Do. screw steamer	1,822	Melbourne	Calcutta	Horses, value not stated
133	*Alboin*	Do. do.	630	Bankok and Singapore.	Do.	Teakwood, value not reported
134	*Kasiprasad*	British Indian padow	39	Bhavnagar	Broach	No cargo
135	*Bhawani*	Do. muchwa	9	Kashili	Bombay	Hay, value R170.
136	*Bahaduri*	British screw steamer	829	Kurrachee	Cutch, Mandvi and Dwarka.	General, value not reported
137	*Bhawani*	British Indian muchwa	10	At anchor at	Harnai	No cargo
138	*Fath Hurrab*	Ditto manji	51	Cochin	Ponani and Calicut	Coir fibre and coir yarn, value R332
139	*Strathclyde*	British screw steamer	2,142	Calcutta	Galveston	Jute cuttings
140	*City of Agra*	Do. do.	2,133	Liverpool	Calcutta	General, value unknown
141	*Constance*	British Indian schooner	129	Cocor island	Ditto	Cocoanuts, value not known
142	*Ruparel*	Do. padow	14	Kori	At sea	No cargo
143	*Sallya Bally*	Do. schooner	101	At	Chittagong	Unknown
144	*Laomene*	British iron ship	1,644	Chittagong	Hamburg	Jute, value not stated
145	*Nagin*	British Indian mahagiri	10	Thana	Kalyan	Husk, value R21

Waters during the year 1896—continued.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
August 18th	On the reefs near Umbargaon.	Bombay coast	Damage to vessel.—Heavy weather.	None lost	None lost.
Do. 26th	Below Elephant point Rangoon river.	Burma coast	Grounding.—Error of the Pilot	Do.	Do.
Do. do.	At Tolly's nullah	Hooghly river	Collision with the P. V. *Alica*.—Error of the Master.	Do.	Do.
Do. 28th	On the Mukraputty lumps	Do. do.	Grounding.—Tides and currents	Cargo partially lost, value not stated.	Do.
Sept. 5th	Princess' dock, Bombay harbour.	Bombay coast	Collision with the stone pier head.—Error of the Pilot.	None lost	Do.
Do. 11th	Lat. 9° 33' N., Long. 66° 29' E.	Arabian sea	Damage to engine.—Unknown	Do.	Do.
Do. 12th	About 12 miles from Vadvan	Bombay coast	Stranding.—Heavy weather	Cargo partially damaged.	Do.
Do. 14th	About 7 miles off Harnai	Do. do.	Capsized.— Do.	.....	Do.
Do. 16th	Chittagong harbour	Chittagong do.	Stranding.— Do.	.....	Do.
Do. do.	Not reported	Not reported	Damage to vessel.—Do.	Cargo damaged	Do.
Do. 17th	Chittagong harbour	Chittagong coast	Stranding.—Heavy weather	None lost	Do.
Do. do.	Between lower Eastern and lower Western Eder buoys.	Hooghly river	Do.— Alteration of the channel	Do.	Do.
Do. 23rd	On the Mooaekhally sand	Do. do.	Grounding.—Accidental	Do.	Do.
Do. 28th	About 15 miles off Viziadurg	Bombay coast	Capsized.—Heavy weather	Do.	Do.
Do. 29th	At the northern end of the island of Khargoo.	Persian gulf	Sprung a leak.—Heavy weather	Do.	Do.
Do. do.	About 24 miles off Boria	Bombay coast	Foundering.—Heavy weather	Cargo all lost	Do.
Do. do.	On the Kakrahatti crossing	Hooghly river	Stranding.—Alteration of the channel	None lost	Do.
October, 3rd	Off the Seebpore docks	Do. do.	Collision with a country bhur.—Error of the Tindal.	.....	Do.
Do. 5th	Whilst lying in the Kidderpore docks.	Do. do.	Fire.—Accidental	None lost	Do.
Do. 9th	In the Dredge channel	Do. do.	Grounding.—Defective steering gear	Do.	Do.
Do. 14th	Near the railway bridge, Thana creek.	Bombay coast	Sprung a leak.—Accidental	Cargo partially damaged.	Do.
Do. 16th	About 8 miles east of Bhavnagar.	Gulf of Cambay	Stranding.—Tides and currents	Cargo all lost	Do.
Do. do.	At the D'jibouti anchorage gulf of Tajura.	Red sea	Do.— Heavy weather	.....	Do.
Do. do.	Do. do.	Do.	Do.— Tides and currents	None lost	Do.
Do. 17th	Lat. 11° 34' N., Long. 43° 24' E.	Gulf of Aden	Do.— Do.	.....	Do.
Do. 24th	On a sand bank off Bhavnagar.	Gulf of Cambay	Do.— Do.	Cargo partially lost	Do.
Do. 25th	On the flat off Hooghly point.	Hooghly river	Do.— Defective steering gear	None lost	Do.
Do. 27th	Do. do.	Do. do.	Do.— Tides and currents	Do.	Do.
November 5th	Near the Ramessar creek	Gulf of Cambay	Grounding.— Do.	.....	Do.
Do. 6th	In the Bhandup creek	Bombay coast	Capsized.—Heavy weather	Cargo all lost	Do.
Do. 7th	Lat. 22° 24' N., Long. 68° 56' 30" E.	Kathiawar do.	Stranding.—Error of the Master	None lost	Do.
Do. 9th	On the rocks at Navanagar	Do. do.	Do.— Tides and currents	.....	.....
Do. 10th	In the port of Ponani	Malabar do.	Fire.—Accidental	Cargo partially lost and partly damaged.	None lost
Do. do.	At the Moyapore bar	Hooghly river	Grounding.—Tides and currents	None lost	Do.
Do. 11th	On the James and Mary's bar.	Do. do.	Do.— Do.	Do.	Do.
Do. do.	In the Bellary channel	Do. do.	Grounding.—Defective steering gear	Cargo all lost	Do.
Do. 14th	About 8 miles from Kori	Bombay coast	Capsized.—Heavy weather	.....	Do.
Do. 15th	In the Chittagong river	Chittagong do.	Collision with the ship *Laomene*.—Tides and currents.	.....	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Sattya Batty*'—Tides and currents.	None lost	Do.
Do. 18th	Near Parshik in the Thana creek.	Bombay do.	Capsized.—Heavy weather	Cargo all lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
146	*Thakoreprasad*	Native craft	33	Jamnagar	Bhavnagar	No cargo
147	*Chan Tha Gyee*	British Burman kattoo	65	Tavoy	Penang	Rice, value not stated
148	*Veerabhadraswamy*	British Indian schooner	132	Moulmein	Rangoon	Rice, value R9,000
149	*Dosapasa*	Native craft	31	Broach	Navibandar	Cotton, value R1,400
150	*Hasami*	Do. do.	66	Busrah	Broach	Dates, value R4,200
151	*Bhoresangar*	Do. do.	78	Bombay	Ghodabaree	No cargo
152	*Dao Salamut Kher*	Do. do.	99	Ghodabaree	Cochin	Paddy, value R3,300
153	*Yalebio*	Do. do.	67	Do.	Do.	Rice seeds, value R3,000
154	*Ruperal*	Do. do.	57	Bulsar	Calicut and Porbandar.	Wood and bamboo slips, value R937-12-4
155	*Vithulprasad*	Do. do.	23	Do.	Porbandar	Molasses and earthen pans, value R1,200
156	*Mahadevpasa* alias *Sakaria.*	Do. do.	72	Porbandar	Ghodabaree and Cochin.	Paddy, value R3,000
157	*Rampasa*	Do. do.	42	Bombay	Porbandar	Kerosine oil, coir, cords, alum, etc., value R3,700.
158	*Fateh Karim*	Do. do.	44	Ghodabaree	Do.	Fuel, value R145-8
159	*Dalutpasa*	Do. do.	50	Broach	Navibandar	Cotton seeds, value R2,750
160	*Ganesposha*	Do. do.	4	Madhavpore	Mangrol	No cargo
161	*Fate Rahiman*	Do. do.	...	Simarkotha	Bombay	Dry fish, value R688
162	*Hariprasad*	British Indian padow	15	Bulsar	Kalyan	Husked rice, value R1,774-14
163	*Alimadat*	Native craft	37	Broach	Veraval	Cotton seeds, etc., value R1,932
164	*Onipenta*	British screw steamer	3,420	Calcutta	Bombay	Coal, value not reported
165	*Okhla*	Do. do.	3,436	Do.	Do.	General, value not reported
165½	Manydown	Do. iron ship	2,381	Do.	Do.	Coal, value unknown
166	*Vortigern*	Do. screw steamer	1,982	At Bombay harbour		Not reported
167	*Conrad*	Dutch screw steamer	2,282	Amsterdam	Padang	General, value not stated
168	*Ramprasad*	British Indian padow	18	At Dandiva		No cargo
169	*Veerabhadraswamy*	Do. do. schooner	132	Rangoon	Penang	Rice, value R11,000
170	*A Cargo Boat*	British Burman	24	Employed in the Tavoy river		Paddy, value R13,500
171	*Chusan*	British screw steamer	2,852	Calcutta	London	General, value not reported
172	*Faoilka*	Do. do.	2,698	Do.	Rangoon	Do. value not stated
173	*Secundra*	Do. do.	1,675	In Madras harbour		Unknown
174	*Futteh Karim*	British Indian dinghy	29	Kurrachee	Sirganda and Cochin.	Paddy, value R1,200
175	*Chandani*	Do. do. muchwa	5	At Parshik		No cargo
176	*Kirkfield*	British screw steamer	2,290	Cardiff	Suez and Aden	Coal, value not stated
177	*Baburao*	British Indian vessel	8	Nigdi	Bombay	Firewood, R72-8
178	*Sakharkhadi*	Do. do. muchwa	7	Nandala	Do.	Hay, value R80
179	*Khanderi*	Do. do. padow	12	Belapur	Thana	Salt, value R1,092
180	*Sangar Balis*	Do. do. muchwa	8	Bhiwndi	Bombay	Hay, value R440
181	*Laxmee*	Do. do.	9			

Waters during the year 1896—continued.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
November 19th	At Kadwar near Diu	Kathiawar coast	Capsized.—Heavy weather	.....	4 lives lost
Do. 20th	At Kyetsabin in the Tavoy river.	Burma do.	Collision with the *Veerabhadraswamy*.—Accidental.	None lost	None lost.
Do. do.	Do. do.	Do. do.	Collision with the *Chan Tha Gyee*—Accidental.	Do.	Do.
Do. do.	Near Mangrol	Kathiawar do.	Damage to cargo—Heavy weather	Cargo partially lost and partly damaged.	Do.
Do. do.	Do.	Do. do.	Do. to vessel and cargo—Do.	Do. do.	Do.
Do. do.	Near Porbandar harbour	Do. do.	Do. to vessel— Do.	.....	Do.
Do. do.	Do. do.	Do. do.	Do.— Do.	Cargo damaged	Do.
Do. do.	Do. do.	Do. do.	Do. vessel and cargo—	Do. partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Do. cargo— Do.	Do. partially lost	Do.
Do. do.	Between Veraval and Mangrol.	Do. do.	Do. vessel and cargo—Do.	Do. do.	Do.
Do. do.	Near Wisawoda	Do. do	Do. vessel and cargo.—Do.	Do. partially lost and partly damaged.	Do.
Do. do.	In the Surat casaf	Do. do.	Do. cargo.— Do.	Do. partially lost	Do.
Do. do.	Between Cutch Mandvi and Dwarka.	Do. do.	Do.— Do.	Do. do.	Do.
Do. do.	Near Mahuvabandar	Do. do.	Do.— Do.	Do. do.	Do.
Do. do.	Near the Village of Vadodra	Do. do.	Damage to vessel.— Do.	.....	1 life lost.
Do. 20.	On a rock on the sea side at Babevkot.	Do. do.	Stranding.— Do.	Cargo all lost	No life lost.
Do. 21st	At the entrance of the Chikli creek.	Bombay do.	Do.— Do.	Do. partially lost	Do.
Do. do.	Near the State Bungalow at Shil.	Kathiawar do.	Damage to vessel.—Heavy weather	Do. partly damaged	Do.
Do. do.	On a sand bank at Fisherman's point.	Hooghly river	Stranding.—Error of the Pilot	None lost	No life lost.
Do. do.	At Noorpur Reach	Do. do.	Collision with the Noorpur buoy.—Defective steering gear.	Do. do.	Do.
Do. do.	At Bombay harbour	Do. do.	Do. with the *Vortigern*.—Accidental	Do. do.	Do.
Do. do.	Do. do.	Bombay do.	Do. with the *Manydown*.—Accidental.	Not reported	None lost.
Do. 23rd	In Lat. 12° 41' 31" N., Long. 43° 25' 59" E.	Red sea	Damage to engine.—Unknown	None lost	Do.
Do. do.	About 10 miles from Arnalla fort.	Bombay coast	Capsized.—Heavy weather	Do.	Do.
Do. 25th	At Thingin in the Tavoy river.	Burma do.	Collision with a cargo boat.—Heavy weather.	Cargo partially lost and partly damaged.	Do.
Do. do.	Do. do.	Do. do.	Collision with the *Veerabhadraswamy*.—Heavy weather.	Cargo partly damaged	Do.
Do. do.	On the bank above the Bellary bar.	Hooghly river	Stranding.—Alteration of the channel	None lost	Do.
Do. 26th	Abreast of the Custom House at Diamond harbour.	Do. do.	Loss of anchor and chain.—Defective material.	Do.	Do.
Do. 27th	Madras inner harbour	Coromandel coast	Grounding.—Heavy weather	Do.	Do.
Do. 30th	Near the Khanderi islands	Bombay do.	Collision with a fishing stake.—Accidental.	Cargo partially lost	Do.
December 1st	In the Thana creek	Do. do.	Roundering.—Overloading	...	Do.
Do. do.	Lat. 12° 57' N., Long. 43° 0' 1" E.	Red sea	Grounding.—Tides and currents	None lost	Do.
Do. 4th	On a sunken rock at the entrance of the Nigdi creek.	Bombay coast	Stranding.—Accidental	Do.	Do.
Do. do.	About 1¼ miles from the Trombay barge.	Do. do.	Capsized.—Overloading	Cargo partially damaged.	Do.
Do. 6th	Near Chandani bandar bridge, Thana creek.	Do. do.	Foundering.—Overloading	Do. partially lost	Do.
Do. 7th	Between the Kulwa and G. I. P. Railway bridges.	Do. do.	Stranding.—Tides and currents	Do. all lost	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
182	*Mutheri*	Native craft	94	Sonrai	Bhavnagar	Hay, value R90
183	*Kut Sang*	British screw steamer	1,481	Calcutta	Penang and Hong-Kong.	General, value not stated
184	*Labhatavai*	Native craft	41	Porbandar	Kutch-Mandvi	Sticks and blocks, value R480
185	*Cocoanada*	British screw steamer	547	Mergui	Tavoy and Rangoon.	General, value not reported
186	*Kangra*	Do. do.	1,478	Rangoon	Bombay	Rice, value not reported
187	*Ethiopia*	Do. do.	2,302	Calcutta	Rangoon	General, value not reported
188	*Clan Ross*	Do. do.	1,664	Glasgow	Vizagapatam and Calcutta.	Manganese ore and indigo, value not stated
189	*Bhawani*	British Indian mahagiri	20	Kalyan	Bombay	Cotton seeds, value R750

Waters during the year 1896.—concluded.

Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Cargo lost or saved.	Number of lives lost or saved.
December 17th	On a rock near the village of Kotda.	Gulf of Cambay	Stranding.—Tides and currents	Cargo partially lost and partly damaged.	None lost.
Do. 18th	At Garden reach	Hooghly river	Collision with the *Cashmere*.—Unavoidable.	None lost	Do.
Do. 21st	Vizawada and Miani	Kathiawar coast	Do. do. —Not exhibiting lights.	Cargo partially lost	Do.
Do. 25th	At the Devil's hole, abreast of the Red beacon, Rangoon river.	Burma coast	Grounding.—Heavy weather	None lost	Do.
Do. do.	On Hastings bar, Monkey point channel, Rangoon river.	Do. do.	Do.—Defective steering gear	Do.	Do.
Do. 26th	At the Devil's hole, Rangoon river.	Do. do.	Stranding.—Heavy weather	Do.	Do.
Do. 30th	At No. 1, Track, Eastern gut.	Hooghly river	Grounding.—Tides and currents	Do.	Do.
Do. do.	On a rock in the Thana creek.	Bombay coast	Stranding— Do.	Cargo partially damaged.	Do.

ROYAL ASIATIC SOCI

NOTES TO ACCOMPANY THE CASUALTY STATEMENT FOR 1896.

JANUARY.

1. **Laxmiprasad.**—A British Indian muchwa, of Kelva Mahim, 8 tons register, official No. 832, age not known, bound from Kelva Mahim to Bombay with a cargo of green ginger, valued at R350, five passegners, and a crew of 6 men.

Encountered adverse winds at 8 P.M. of the 2nd January, and as the vessel was being brought towards the shore for shelter, she struck on a rock to the west of Manori point, Bombay coast, and was damaged to the extent of R75. The whole of the cargo was lost. No life lost. The accident is attributed to bad navigation on the part of the Tindal.

2. **Pakialetchmy.**—A British Indian wooden barque, of Negapatam, 399 tons register, official No. not stated, age 20 years, bound from Moulmein to Negapatam, with a cargo of timber and sundries, valued at Rs. 24,000, 70 passengers, and a crew of 28 men.

Stranded at 4-45 A.M. of the 3rd January at the anchorage off the beacon in the Salween river, Burma coast, as she was being towed out to sea. The vessel sustained no damage. No loss of cargo. No life lost. The accident is attributed to the Tindal having got out of the channel in hazy weather.

3. **Atlas.**—A British twin screw steam launch, belonging to the India General Steam Navigation Company, of Calcutta, 84 tons register, official No. 98339, age 2 years, was plying in the Hooghly river with a crew of 18 men, no cargo.

Collided with the S. S. *Nizam*, as she was coming up alongside the Mooneekhally sands, Hooghly river, at about 10 A.M. of the 5th January. The *Nizam* was proceeding down, under pilotage charge at the same time, and when crossing over the river from Mooneekhally point to Jarmaker's Reach she straightened up to proceed down the Reach with her helm aport. She was then about 600 feet from the left bank of the river on her port side ; the Cask buoy being to the south-west of her, about 500 to 600 feet from her. She was therefore about midway between the Cask buoy and the left bank of the river. Whilst in this position the *Atlas* was observed coming up the river with the flat Brahmini in tow on her port side and hugging the left bank of the river in the vicinity of Jarmaker's Reach. Suddenly at a time when the *Atlas* was as near as possible at Jarmaker's Reach and close to the left bank of the river, the launch starboarded her helm and was proceeding to cross the river towards the sands ; the *Nizam* put her helm hard-aport and reversed her engine ; but the launch and flat came steadily on towards the *Nizam's* bow and collided with her, the *Nizam* striking the *Atlas* abaft the engine. On the collision occurring the flat broke loose from the launch. The *Atlas* after getting clear from the *Nizam's* bow steamed away by herself for about 300 or 400 feet, in a north-westerly direction and then sank with her stern foremost ; a few inches of her funnel being visible at low water. Two men belonging

to the *Atlas* were found to be missing after the collision, and they were subsequently found to have been drowned. The foundered launch lay for some time in a critical position; and after considerable efforts made by the Port Commissioners' anchor boats she was raised and placed in dry dock. The damage to the *Atlas* is estimated at R20,000. The *Nizam* had three slight dents on her bow and proceeded after the collision as far as Diamond Harbour and anchored there. No loss of cargo. Two of the crew were reported to be missing.

At a Special Court of Inquiry held to investigate the circumstances which led to the collision, the Master of the *Atlas* was charged with having committed a wrongful act, and the Court after hearing the evidence before them came to the conclusion that the Master should have hugged the Jarmaker's bank, instead of attempting to cross the river at a time when the *Nizam* was coming down, and that if he had done so, the collision would have been avoided, and they therefore found him guilty of the wrongful act charged and suggested that his certificate, that of a 2nd class Master, be suspended for a year.

4. **Nizam.**—A British steel screw steamer, of Liverpool, 2,042 tons register, official No. 97753, age 6 years, classed at Lloyd's 100 A.-I., bound from Calcutta to Bombay, *viâ* coast ports, with a general cargo, grain, coal, etc., value not stated, one 1st class and 15 deck passengers, and a crew of 70 men.

(*For details of a collision between this vessel and the steam-launch "Atlas" see Casualty Statement No. 3*).

5. **Vasna.**—A British steel screw steamer of Glasgow, 503 tons register, official No. 97633, age 6 years, classed at Glasgow A.-I., bound from Negapatam to Colombo, with a general cargo and coal, value not reported, 118 passengers, and a crew of 49 men.

This vessel whilst proceeding through the Pamban Pass got into shallow water which caused her to steer badly; and the strong current and wind having set her on, she grounded at the bend of the N. W. corner of Sand Bank channel, Rameswaram island, Ceylon coast, on the 5th January. She was aground for 48 hours and on discharging 250 tons of her cargo she hove off and proceeded, having sustained no damage. No life lost.

6. **Ramprasad.**—A British Indian vessel, of Bulsar, 25 tons register, official No. 2241, age 10 years, was bound from Broach to Anjar, with a cargo of teak rafters, valued at R366, and a crew of 8 men.

Stranded at the mouth of the Nerbudda river, about 30 miles west of Broach, gulf of Cambay, at 5 P.M., of the 7th January owing to a strong current. The waves having stove in her port side, she filled with water and capsized, when the whole of her cargo fell out; a part being subsequently recovered. The vessel lost her sails and anchor ropes, valued at R300. The cargo lost is valued at R 316. No life lost.

7. **Clan Macrae.**—A British screw steamer, of Glasgow, 1,664 tons register, official No. 99099, age 4 years, classed at Lloyd's 100 A.-I., bound from Liverpool to Bombay with a general cargo, and a crew of 51 men.

This vessel was proceeding out of the Princess' dock, Bombay harbour, at 2 A.M. of the 8th January, when she collided with the *Mikado* lying at her moorings and damaged one of her plates. The *Clan Macrae* was also damaged and was obliged to put back to dock for repairs as she required a

new plate and hawse pipe on the starboard side. The value of the damage to these vessels is not reported. No loss of cargo. No life lost.

8. **Anantha Poorany.**—A British Indian wooden schooner, of Jaffna, 87 tons register, official No. 97440, age 5 years, bound from Calicut to Jaffna, with a cargo of tiles, value not reported, and a crew of 15 men.

Stranded on the edge of a reef 2¼ miles S. W. of Manaly island, gulf of Manar, at 11 P.M. of the 9th January. The accident is attributed to the Master approaching too close to the land on a dark night, and not keeping the lead going properly. The vessel was considerably strained and had her copper sheets stripped off to the amount of R600. Cargo to the value of R400 was lost, and about R100 damaged. No life lost.

9. **Dalmatia.**—A British screw steamer, of Glasgow, 2,109 tons register, official No. 99791, age 4 years, bound from Calcutta to Trieste, Fiume and Venice, with a cargo of jute, cotton, gunnies, hides and shellac, value unknown, and a crew of 50 men.

This vessel was lying at No. 6 Jetty, Hooghly river, loading a general cargo and jute, and whilst working at night, an alarm was raised shortly before midnight of the 10th January that a fire had broken out amongst the jute in No. 2 hold. The fire appliances were at once utilized and in half an hour the flames were extinguished. The next day all the damaged bales of jute were discharged, and it was ascertained that the vessel sustained no injury. About 300 bales of jute were damaged. No life lost. It is supposed that the fire occurred through a lamp falling which had been made fast to a midship stanchion.

10. **Sakhri Salamati.**—A native craft, of Panvel, 10 tons register, official No. 3388, age 36 years, classed as a country craft, bound from Belapur to Bombay, with a cargo of hay, valued at R84, and a crew of 6 men.

This vessel sailed from Belapur on the 15th January and reached Kavicha Khadap, near Belapur, in the Thana district, Bombay coast, at midnight, when she was overtaken by a squall which drove her on to a rock and two of her bottom planks gave way and admitted water. The damage to the vessel is estimated at R20. The whole of the cargo was lost. No life lost.

11. **Mavooli.**—A native craft, of Malvan, 58 tons register, official No. 2976, age 20 years, classed as a country sailing craft, was in the port of Karanja loading a cargo of salt, valued at R4,536, with a crew of 10 men.

This vessel whilst lying at Karanja harbour experienced stormy weather, and the force of the tide having caused her anchor cable to give way she became unmanageable, stranded on a rock in the Karanja creek near Nawapada, Bombay coast, at 5·30 P.M. of the 16th January and filled with water. The damage to the vessel is estimated at R1,128. Cargo lost is valued at R3,960-14-0, and the cargo damaged at R27-9. No life lost.

12. **Canara.**—A British screw steamer, of Glasgow, 1,216 tons register, official No. 71673, age 22 years, classed at Lloyd's +, bound from Rangoon to Moulmein, with a general cargo, value not stated, and a crew of 80 men.

Collided with the *Yaningyee*, a Burmese kattoo that was lying at anchor without a riding light, abreast of the Mohwoon Lump buoy, in the fairway Rangoon river, at 3·35 A.M. of the 17th January. The steamer was proceeding at about 8 knots speed and her whistle was blown on three different occasions, to warn fishermen whose boats are often anchored in that neighbourhood. The

kattoo after being collided with sank immediately. The crew were all saved with the exception of one man, who was reported as missing. The *Canara* sustained no injury. No loss of cargo.

A Court of Inquiry held to investigate the circumstances connected with this accident were of opinion that the light of the kattoo was not burning at the time of the collision, that she was anchored in the fairway and no bells or gongs were being sounded on the kattoo; they therefore considered that the Pilot was not to blame.

(*See also Wrecks Statement No. 4.*)

13. **Mahadin Pasa.**—A native craft of Porbandar, 20 tons register, official No. 92, age 15 years, classed as a Porbandar kotia, bound from Calicut to Porbandar with a cargo of bamboo blinds, valued at ₹375, and a crew of 8 men.

This vessel left Calicut for Porbandar at midnight of the 18th January; but on reaching Surat Bari in the gulf of Cambay she experienced bad weather and heavy seas at about 10 A.M. of the 18th January. To save the vessel and the lives of the men on board, a portion of the cargo of the value of ₹90 was jettisoned. The vessel sustained no damage. No life lost.

14. **Castleventry.**—A British screw steamer, of West Hartlepool, 1,915 tons register, official No. 98509, age 5 years, classed at Lloyd's 100 A.-I.; bound from Chittagong with a general cargo.

Stranded on a mud bank, in the Chittagong river, on the 20th January, but came off with the tide apparently without damage. No loss of cargo. No life lost.

15. **Sirdhana.**—A British irons crew three-masted steamer, of Glasgow, 2,074 tons register, official No. 80448, age 17 years, classed at Lloyd's + bound from Calcutta to Moulmein and Penang, with a cargo of rice, bran, and a general cargo, 20 passengers (15 adults and 5 children) and a crew of 80 men.

Grounded at 9 A.M. of the 21st January on the Bilugyun channel, Moulmein or Salween river, Burma coast, owing to an error of judgment on the part of the Pilot in miscalculating the reduction of the falling tide in the place where the vessel grounded. She was aground for about 7 hours, but sustained no damage. No loss of cargo. No life lost.

16. **Scindia.**—A British three masted screw steamer, of Glasgow, 2,050 tons register, official No. 80461, age 17 years, classed at Lloyd's + bound from Bombay to Kurrachee and Seychelles, with a general cargo, 902 passengers. Number of crew not stated.

This vessel was proceeding from Kurrachee to the South African ports, and at 0·35 P.M. of the 23rd January, when in Lat. 18° 58′ N., Long. 64° 25′E. Arabian sea, it was discovered that the valve chest of one of the ballast tank feed-pipes had burst, threatening to flood the engine room, an aperture of 5″ in diameter having been made; but as it was plugged and wedged, the pumps kept the water under, until the vessel put into Bombay for repairs. The cost of the repairs was not reported. No damage to cargo. No life lost.

17. **Picton.**—A British screw steamer, of West Hartlepool, 1,527 tons register, official No. 92915, age 9 years, classed at Lloyd's 100 A.-I., bound

from Shields to Suez and Madras, with a cargo of coal, value not reported, 9 passengers, and a crew of 23 men.

Collided with a vessel (name not reported) at 10·30. P M. of the 24th January; Souter point light bearing S. E. distance 12° Madras coast. No damage to vessel or cargo. No life lost.

18. **Africa.**—A British three-masted screw steamer, of Glasgow, 1,299 tons register, official No. 68108, age 22 years, classed at Lloyd's + bound from Calcutta to Rangoon, with a general cargo, 200 passengers, and a crew of 82 men.

Grounded on the Pazundoung spit, Rangoon river, at midnight of the 25th January; and floated off again on the 27th idem. No damage to vessel or cargo. No life lost.

A Special Court of Inquiry held under section 7, Indian Merchant Shipping Act V of 1883, were of opinion from the evidence before the Court that the ship was taken round the red buoy instead of the black buoy; and that the Pilot was misled by the mill lights on the Dawbon side. They were unable to accept the statement of the Pilot that he saw the flat top of the black buoy, and considered that he made an error in judgment in accepting the Captain's report of passing the black buoy. The Chief Commissioner directed that the Pilot shall be severely reprimanded.

19. **Bassein.**—A British iron paddle steamer, of Fleetwood, belonging to the India General. Steam Navigation Company, 208 tons register, official No. 52629, age 31 years, class not reported, bound from Calcutta to Balasore, with a general cargo and a crew of 38 men.

Grounded below Hooghly point whilst proceeding down under pilotage charge on the 31st January. The vessel was aground for 6 hours, but sustained no damage. The accident is attributed to an error of the Pilot in taking the Eastern gut on a falling tide.

FEBRUARY.

20. **Camorta.**—A British screw steamer, of Glasgow, 1,351 tons register, official No. 84285, age 16 years, classed at Lloyd's +, bound from Rangoon to Calcutta, with a general cargo, value not stated, 156 passengers, and a crew of 86 men.

Grounded in the Rangoon river, at 11 A.M. of the 1st February, Central Eastern buoy bearing E ½ S., and Spit light ship, N. × E. ¾ E. magnetic. The accident is attributed to a hard bank having recently formed in this part of the river. The vessel sustained no damage. No loss of cargo. No life lost.

21. **Baghdad.**—A British screw steamer, of Glasgow, 820 tons register, official No. 65600, age 25 years, classed at Lloyd's +, bound from Rangoon to Penang, with a crew of 63 men; no cargo.

Collided with the steam launch *Victor* and a cargo boat at Kamakasit, as she was proceeding down the Rangoon river under charge of an Assistant Harbour Master, at 8 A.M. of the 2nd February. The *Victor* was lying at anchor and the *Baghdad* in steaming out through the middle tier of the channel collided with her and damaged her starboard side. The cargo boat had a plank on the upper side damaged. Value of damage not reported. No life lost.

A Court of Inquiry held under the Merchant Shipping Act V of 1883

to investigate the cause of the collision were of opinion that the Harbour Master had committed an error of judgment.

22. **Victor.**—A British steam launch, of Rangoon, 10 tons register, official No. not stated, age 15 years, was plying in the harbour of Rangoon, with a crew of 4 men; no cargo.

(For details of a collision between this vessel and the Baghdad see Casualty Statement No. 21.)

23. **Arabia.**—A British iron screw steamer, of Glasgow, 2,331 tons register, official No. 87737, age 13 years, bound from Calcutta to London with a general cargo, value unknown.

Stranded on a recently formed lump in the Auckland channel, river Hooghly, as she was proceeding down under pilotage charge on the 7th February. She remained aground for about 15 minutes, but apparently sustained no damage. No loss of cargo. No life lost.

24. **Darya Daulat.**—A British Indian muchwa, of Honaver, 7 tons register, official No. 2878, age 8 years, classed as a country craft, was plying in the Honaver creek; cargo garlic, tobacco, and piece goods, valued at R500, crew 7 men.

Stranded at the mouth of the Honaver creek, Bombay coast, at 10 P.M. of the 7th February, owing to the steam launch *Luni* by which she was being towed being driven ashore by strong winds. The value of damage to the vessel is estimated at R175. Cargo to the amount of R80 was lost, and about R20 damaged. No life lost.

25. **Luni.**—A British Indian steam launch, of Bombay, 12 tons register, official No. 4606, age 6 years, employed in the Honaver creek, with a crew of 6 men, no cargo.

The launch while returning from the steamer *Brahmani* with passengers to Honaver experienced bad weather and strong winds, and having ran ashore was dashed to pieces at the mouth of the Honaver creek, Bombay coast, at 10 P.M. of the 7th February. The accident is attributed to ignorance of the creek on the part of the Tindal in charge. The launch was entirely destroyed and the loss is estimated at R15,000.

26. **Dolatpasa.**—A native craft, of Navibandar, 27 tons register, official No. 48, age 6 years, classed as a muchwa, bound from Navibandar to Bombay and Porbandar, with a cargo of jaggery, bricks, cement, rice, cotton seeds, etc. of the aggregate value of R4,140; and a crew of 6 men.

This vessel having experienced bad weather and high seas at 10 P.M. of the 10th February, shipped a large quantity of water, necessitating a portion of the cargo, to the amount of R320, being jettisoned at Surat Bari in the gulf of Cambay to save her from sinking. She was also damaged to the extent of R30. No life lost.

27. **Hooghly.**—A British inland steel flat, belonging to the Rivers Steam Navigation Company, of Calcutta, registered tonnage and official No. not given, age 9 years, bound from Calcutta to Dibrughur; cargo unknown; crew 18 men.

Stranded at the entrance of the Dooagra channel, in the Sunderbunds, bay of Bengal, owing to a heavy squall, which she experienced at 1-30 P.M. of the 13th February. The vessel was badly buckled and twisted. The value

of the damage is not stated. The cargo was salved and partially damaged, value not stated. No life lost.

28. **Pitamber Prasad.**—A native craft, of Bulsar, 18 tons register, official No. 1578; age 14 years, classed as a padow, bound from Bulsar to Dahanu-bandar and Porbandar, with a cargo of teakwood rafters, etc., valued at R400, and a crew of 6 men.

Encountered strong winds and high seas near the Veravalbandar, Kathiawar coast, at midnight of the 14th February, and as she filled with water a portion of her cargo, valued at R50, had to be jettisoned to prevent her from sinking. The vessel sustained no damage, but a boat with the chain belonging to her, valued at R40 were swept away. No life lost.

29. **Idzumi Maru.**—A Japanese fore and aft screw steamer, of Tokio, 1,999 tons register, official No. 1397, age 2 years, bound from Bombay to Tokio *vid* Tuticorin and the Straits ports, with a cargo of cotton, value not stated, 3 passengers, and a crew of 71 men.

Stranded on the Tuticorin roadstead, gulf of Manar, at 10-26 P.M. of the 18th February; Hare island light bearing W. ½ N. (magnetic) distant 1½ miles. The vessel was coming to an anchor in the roadstead steaming dead slow when she took the ground owing to wrong sounding being given by the leadsman. She sustained no damage. No loss of cargo. No life lost.

30. **Laxmi.**—A British Indian muchwa, of Thana, 10 tons register, official No. 6085, age 28 years, bound from Chene, a sub-port of Thana, to Bombay, with a cargo of straw, valued at R75, and a crew of 4 men.

The muchwa was about to pass under the Thana bridge, Bombay coast, when a breeze springing up caught the stack of straw which formed her cargo and caused her to swerve to the right, and colliding with the buttress of the bridge she took the ground at 2 A. M. of the 18th February and floated off on the rise of the tide, but her bottom planks having been strained she leaked slightly and ultimately reached her destination. The damage to the vessel is estimated at R50. The whole of the cargo was lost. No life lost.

31. **Ali Madath.**—A British Indian muchwa, of Mangalore, 30 tons register, no official number, age 27 years, not classed, bound from Mangalore to Quilandy and Cochin, with a cargo of tiles and empty casks, valued at R600, and a crew of 8 men.

Sprung a leak when under weigh at 11 P. M. of the 22nd February, off the Malabar coast, owing to a sword fish having struck the vessel on the port side and splitting one of the planks. A portion of the cargo was jettisoned to save her from sinking. She then ran for the Quilandy shore, where having been beached and repaired temporarily she proceeded to Cochin. The cargo lost is valued at R400. The damage to the vessel is estimated at R50. No life lost.

32. **Argus.**—A British screw steamer, of Melbourne, 1822 tons register, official No. 95956, age 7 years, classed at Lloyd's 100 A.I., bound from Melbourne, to Colombo and Madras with a cargo of coal and horses, value not stated, one passenger, and a crew of 72 men.

Stranded in the Armaghon shoal, Madras coast, at 8-15 A M. of the 22nd February, owing partly to hazy weather, and partly to rash navigation on the part of the Master by over-running the distance. She was towed into Calcutta

by the tug *Retriever* and placed in dry dock, and it was found that little or no injury had occurred to the bottom. No loss of cargo. No life lost.

33. **Hakim.**—A British iron flat, of Calcutta, register tonnage and official No. not given, age 12 years, bound from Dibrugarh to Calcutta, with a cargo of coal, valued at R5,000, and a crew of 19 men.

The flat *Hakim* whilst in tow of the steamer *Sitarampur* struck a sunken rock near Tezpur at 10-30 A.M. of the 28th February. She fractured several plates, opening up a line of rivets. The flat was beached and the leaks stopped and the vessel proceeded on her way to Calcutta. The value of the damage to the vessel is not stated. About 2,000 maunds of coal were lost, valued at R1,000. No life lost.

34. **Adjai.**—A British cargo flat, belonging to the India General Steam Navigation Company, of Calcutta, register tonnage and official No. not given, age 38 years, bound from Chattak to Calcutta, with a cargo of lime, valued at R50,000 and a crew of 14 men.

This vessel whilst at the Dhappa entrance of the Circular canal, at Calcutta, dragged her anchors during strong tides and as the tide fell she grounded across the channel at 12-30 P.M. of the 28th February. She strained herself longitudinally, buckling side plates and starting decks. The damage to the vessel is estimated at R600. The cargo was partially damaged, value R2,000. No life lost.

MARCH.

35. **Dustagiri.**—A British Indian muchwa, of Mangalore, 24 tons register, official No. 9 of 1890, age 5 years, bound from Cochin to Mangalore and Kumpta, with a cargo of chillies, gram, seeds, sandals and horns, valued at R1,068, two passengers, and a crew of 5 men.

Stranded on a rock at 5 A.M. of the 1st March off Shirar on the Malabar coast and had some of the planking on her bottom torn out. Her sail also was torn, and the rigging cut away to right the vessel which was then on her beam ends. The damage to the vessel is estimated at R300. Cargo to the amount of R155 was lost, and about R400 worth damaged. No life lost. The accident is attributed to the Tindal steering whilst suffering with a bad leg.

35½. **Jamnaprasad.**—A British Indian padow, of Surat, 25 tons register, official No. 4255, age 4 years, classed as a country craft, bound from Dahanu to Cambay, with a cargo of teakwood, valued at R350, and a crew of 7 men.

This vessel when going out of the Mahi river, gulf of Cambay, suddenly took the ground and upset at about 10 A.M. of the 4th March, in consequence of her having got into shoal water. She was damaged to the extent of R400. The whole of the cargo was lost. No life lost.

36. **Queen Louise.**—A British screw steamer, of Glasgow 2,170 tons register, official No. 102620, age 3 years, classed at Lloyd's 100 A.-1., bound from Bombay to Rangoon, in ballast.

This vessel whilst swinging at her anchor, in the Moulmein river, Burma coast, getting ready to proceed to Bombay, stranded on the bank and dragged from her anchorage, apparently sustaining no damage. After she left Bombay for Rangoon about the 4th March she commenced to leak badly at some of the butts just above the bilge on both sides. She was then brought to Calcutta and

docked there, and it was found necessary to renew several of the rivets. No life lost.

37. **Kut Sang.**—A British screw steamer, of London, 1,481 tons register, official No. 84112, age 15 years, bound from Calcutta to Hongkong, with a general cargo, and opium, value not stated, 60 passengers; number of crew not stated.

Stranded on the Panchpara Reach, river Hooghly, as she was proceeding down under pilotage charge on the 5th March. She remained aground for about an hour, and as she sustained no damage she proceeded on her voyage. No loss of cargo. No life lost.

38. **Meyun.**—A British screw steamer, of Greenock, 91 tons register, official No. 93207, age 8 years, bound from Aden to Perim and Zeilā, with a general cargo, 4 passengers, and a crew of 21 men.

Stranded about the 8th March in Lat. 11°31′ N., Long. 43°32′ E., gulf of Aden. The vessel damaged her *propeller*, and slight damage was also done to her hull, value not stated. No loss of cargo. No life lost. The accident is attributed to an error of the Master.

39. **Don Lakshmiprasad.**—A British Indian vessel, of Karwar, 15 tons register, official No. 1123, age 7 years, bound from Sadashivgad to Ankola, with a cargo of shells, valued at R15, one passenger, and a crew of 3 men.

This vessel having broken away from her anchor at 5 P.M. of the 9th March stranded among the rocks off Shedikali near Ankola, on the Bombay coast, and was damaged to the extent of about R1,700. The cargo was all lost. No life lost.

40 **Adolf.**—A German iron ship, of Bremen, 1,651 tons register, official No. not reported, age 22 years, classed at Lloyd's 100 A.1, bound from Hamburg to Rangoon, with a cargo of salt and rice, value not reported, and a crew of 25 men.

This vessel was moored with both anchors, in the Rangoon river, at 1·45 A.M. of the 10th March when the S. S. *Camorta* whilst proceeding up under charge of an Assistant Harbour Master collided with her and damaged her. Both vessels then drifted up river until the stern of the *Adolf* touched the bow of the *Balasore* which was moored astern. The collision with the latter vessel caused considerable damage to the *Adolf*, which had her bow stove in, the stem twisted, some chains belonging to the bowsprit broken, the figure-head demolished, and the chain cable battered aft besides losing two of her life boats. The "*Balasore*" had her *stanchions* and taffrail carried away as also the flagstaff; value not stated. The value of damage to the *Adolf* is estimated at R15,000. The Camorta's port side, the hull in front of poop, main-rigging and poop railing were badly damaged and the port cutter completely smashed up; value not reported. No loss of cargo. No life lost.

A Court of Inquiry held under the Indian Merchant Shipping Act V of 1883 to investigate the circumstances, were of opinion that the Assistant Harbour Master was to blame for disobeying the port rule requiring him to drop up stern first with the flood tide; and that the Harbour Master having elected to come up head first committed an error of judgment in not taking a wider sweep and in not porting his helm sooner.

41. **Sonapati.**—A British Indian vessel, of Panvel, 7 tons register, official No. 2994, age 47 years, bound from Kalyan to Bombay, with a cargo of hay, value R150, and a crew of 9 men.

This vessel having passed safely under the Thana Railway bridge, Bombay coast, encountered a squall from the west, at 4 A. M. of the 17th March, which drove her on a rock, a few yards from the bridge, and caused her to spring a leak. She was damaged to the extent of R60; and the whole of her cargo was lost. No life lost.

42. **Vithal Prasad.**—A Portuguese Indian muchwa, of Goa, 28 tons register, official No. 53, age unknown, bound from Malpe to Goa, with a cargo of fish manure, valued at R75, and a crew of 8 men.

This vessel in attempting to leave the harbour with a light land wind and against the flood tide, at midnight of the 18th March, was drifted out of the channel on to the shoals on the bar of the entrance to the Malpe river; where heavy swells caused her to leak badly and she was damaged to the extent of R500. The whole of the cargo was lost. No life lost.

43. **Labhsavai.**—A British Indian padow, of Bulsar, 16 tons register, official No. 1381, age 15 years, bound from Dholera to Bombay, with a cargo of cotton, valued at R11,550, and a crew of 7 men.

Capsized at 6 A.M. of the 26th March when about 15 miles off Dholera bandar, near Bhavalyaria, on the Bombay coast. The vessel was sailing out when she suddenly struck a sand bank and was upset and damaged to the extent of R400. The whole of the cargo was lost. No life lost. The accident is attributed to careless navigation, or ignorance of the coast on the part of the Tindal in charge.

44. **Lanarkshire.**—A British iron barque, of Glasgow, 794 tons register, official No. 68039, age 23 years, classed at Lloyd's 100 A.I., bound from Newport to the Seychelles and Calcutta, in ballast, and a crew of 18 men.

Collided with the steam tug *Warren Hastings* at 4. 15 A.M. of the 27th March. The "*Lanarkshire*" was riding at anchor on the Saugor roads when the tug in going to take her in tow collided with her, striking her a little to the port side of the barque's stern; the tug's bow entering the stern of the barque about 3 feet, cutting through and carrying away the stern plates, deck after cabin stanchions and after cabin gear, and cutting the barque right down to the moulding. The damage done rendered her unfit to go to sea, and is estimated at from R1,800 to R2,000. No life lost. The Master of the tug attributed the collision to his having been ill at the time, and to his having over-estimated the distance between the vessels at the time he was manœuvring to go up to the starboard of the barque to hail the Pilot.

A Court of Inquiry held to investigate the circumstances were of opinion that the Master of the tug had been guilty of a wrongful act in approaching the barque as he did; and they considered it right to express their severest censure on his action.

45. **Laxmi.**—A British Indian hodi, of Mahaprol, 51 tons register, official No. 5231, age 5 years, classed as a country craft, bound from Goregaum to Mahaprol, with a cargo of rice and gram, valued at R40, three passengers, and a crew of 2 men.

Capsized in the Savitri creek near Dabhol, Bombay coast, during a strong ebb tide and wind, which drifted her on to some fishing nets where she upset at 3 A.M. of the 30th March. She sustained no damage; but the whole of her cargo was lost; and one of the passengers, a girl of about 6 years of age, was drowned.

46. **Ruparel.**—A British Indian padow, of Mahim, 13 tons register, official No. 720, age not known, classed as a country craft, bound from Mahim to Dantivra and Bombay, with a cargo of firewood, valued at R75, and a crew of 8 men.

Stranded on a sand bank near the Arnalla fort, at the mouth of the Viturna river, Bombay coast, at 8A. M. of the 31st March. The vessel was driven on to the bank through bad navigation on the part of the Tindal in charge, but sustained no damage. A portion of the cargo to the amount of R65 was lost. No life lost.

APRIL.

47. **Ramban.**—A British Indian padow, of Jaitapur, 13 tons register, official No. 5240, age 4 years, classed as a country craft, bound from Bombay to Mora, with a cargo of gunny bags, valued at R25, and a crew of 7 men.

Capsized at Mora bandar, Bombay coast, at 4 P.M. of the 1st April. The vessel came into port under full sail, and when taking in sail as she was about to cast anchor, a severe gale struck and damaged her to the extent of R10. Cargo to the amount of R10 was lost. No life lost.
The accident is attributed to an error of the Tindal.

48. **Luxmee.**—A British Indian muchwa, of Bassein, 11 tons registtr, age 36 years, bound from Bhwindy to Bombay, with a cargo of teak timber and fire-wood, valued at R69·6, and a crew of 7 men.

Stranded on a rock, about a mile north of Bhandup, Bombay coast, at 4 A.M. of the 2nd April. The vessel was damaged to the extent of R100, and all her cargo was washed out. No life lost.

49. **Euterpe.**—A German four masted iron ship, of Hamburg, 2,069 tons register, official No. not given, age 12 years, classed at Lloyd's 100 A.I., bound from Colombo to Bassein with a cargo of rice, valued at R1,94,169. No. of crew not known.

Stranded on the Baroni rock, off Diamond island, Burma coast, whilst proceeding down under pilotage charge at 7 P.M. of the 6th April. The vessel after crossing the bar shaped a supposed course for the fairway, but she did not make it and in consequence ran on the rock. She remained aground for nine hours, and having sustained no damage she proceeded on her voyage. Cargo to the amount of R4,080 was jettisoned. No life lost.

A Special Court of Inquiry held under section 6 of the Burma Pilots Act XII of 1883 to investigate the circumstances were of opinion that the Pilot committed an error of judgment in trusting to the lead and misjudging his distance from the island. He was directed by the Chief Commissioner of Burma to be suspended for three months and cautioned that in future he would do well not to trust (unless he had good reason for doing so) to boats being in position, but to go by acknowledged marks for clearing Baroni rock.

50. **Baroda.**—A German screw steamer, of Hamburg, 1,896 tons register official No. 1728, age 7 years, classed at Lloyd's 100 A.I., bound from Hamburg to Bombay and Calcutta, with a general cargo, value unknown, and a crew of 51 men.

Stranded on the Armaghon shoal, Coromandel coast, at 5·25 A.M. of the 7th April, owing to an error of the Master, in standing in for the land after sighting Moonapallium light and not using the lead. The vessel sustained little

damage. A portion of the cargo had to be jettisoned, value not stated. No life lost. She was surveyed in dry dock in Calcutta and found that about 23 floors and 10 bottom plates were damaged, and bottom strained generally.

51. **Australia.**—A British screw steamer, of Greenock, 3,590 tons register, official No. 99786, age 4 years, classed at Lloyd's +, bound from London to Aden and Bombay, with a general cargo, value not reported, and a crew of 84 men.

Collided with the Victoria dock wall, Bombay coast, as she was entering it on the 11th April. The vessel had her stem slightly damaged, value of damage not reported. No loss of cargo. No life lost.

52. **Tolki.**—A British Indian dingy, of Kurrachee, 100 tons register, official No. 345, age 6 years, bound from Broach to Kurrachee with a cargo of pulse, tobacco, etc., valued at R2,555·8, three passengers, and a crew of 12 men.

Stranded on the Kukarwara shoal in the Narbudda river, about a mile from Broach, Bombay coast, at 9 P.M. of the 13th April. The vessel took the ground by the centre, her bow and stern being in deep water, her keel was broken, and the middle of the hull shattered and loosened. Cargo of the value of R450 was lost, and about R2,105 was damaged. No life lost.

53. **Easby Abbey.**—A British screw steamer, of Cardiff, 1,901 tons register, official No. 98424, age 4 years, classed at Lloyd's 100 A.I., bound from Suez to London, with a general cargo.

Grounded on the Jubal reef at Ashraffi, Red sea, about the 16th April. She was almost the whole length aground and sprung a leak; having at the time about 14 feet of water in the forehold and 2 feet in No. 2. She was examined by a native diver who found a hole about 3 feet broad under the forehold portside. After jettisoning cargo to the extent of 300 tons she floated off again with the assistance of the *Aida*. Value of damage to vessel and cargo not reported. No loss of life reported.

53½. **Antje.**—A British three-masted schooner, of Papenburg, 326 tons register, official No. not given, age 2 years, bound from Natal to Calcutta, in ballast.

Stranded on the northern bank at Garden Reach, river Hooghly, as she was proceeding up under pilotage charge on the 17th April. She floated again the next morning without sustaining any damage. No life lost.

54. **Rufford Hall.**—A British screw steamer, of Liverpool, 2,557 tons register, official No. 93770, age 8 years, classed at Lloyd's 100 A.I., bound from Kurrachee to Marseilles and Liverpool, with a general cargo, value unknown, 50 passengers, and a crew of 89 men.

Collided with the S. S. *Java* which was lying at No. 4 swinging moorings, Kurrachee harbour, at 3·5 P.M. of the 19th April. The *Rufford Hall* left No. 4 wharf at 2·30 P.M. of that day and proceeded down the harbour in charge of a Pilot. The tide was high, and there was a westerly wind blowing and the two British India Steam Navigation Company's vessels *Kapurthala* and *Java* were lying across the stream. There was also a dredger on the east side of the channel between these two steamers. To get clear of these obstructions a kind of zig-zag course had to be pursued. The ship cleared the *Kapurthala* and the dredger *Nearchas*, and was then pointing direct at the *Java*. The helm was put hard a starboard, and full speed ahead was ordered, in the hope that the *Rufford Hall* might clear her. The Pilot finding that she did not pay off when about 200 feet off the *Java*, put the engines full

speed astern and the *Java* was struck and cut down near the bows, for a length of about 20 feet from the deck and a width of about 12 inches abreast of the fore-hatchway. The *Java's* forehold rapidly filled until her forefeet took the ground in about 27 feet at high water. With the assistance of the Port authorities the rent was stopped, and the water pumped out which enabled the *Java* to float off during the night. No damage was sustained by the *Rufford Hall*, and she got free in two or three minutes and proceeded to an anchorage outside the Manora breakwater. The damage sustained by the *Java* is estimated at R15,000. The cargo damaged is valued at R10,000. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the causes of the collision were:—1st, the fact of the *Java* being swung across the stream; and 2nd, the fact that the dredger was where it was; and 3rd, the fact that the *Rufford Hall* left the wharf when she did instead of earlier. They considered that the dredger should have been moved when it was known that the *Rufford Hall* was going out, and that the Port Authorities should have seen to this. They were unable to attribute any fault to the Pilot except some slight carelessness in starting only half an hour before advertised high tide; but there were no rules on this point then. They further considered that the Captain, Officers, and men of the *Rufford Hall* are in no way to blame, and that everything in the way of machinery, steering gear, etc., was in perfect order, and no blame attaches to the ship.

55. **Java.**—A British screw steamer, of Glasgow, 920 tons register, official No. 68016, age 24 years, classed at Lloyd's+, bound from Charbar to Bombay, with a general cargo, value unknown, 92 passengers, and a crew of 70 men.

(*For details of a collision between this vessel and the "Rufford Hall" see Casualty Statement No. 54.*)

56. **Framness.**—A Norwegian screw steamer, of Christiana, 1,147 tons register, official No. not given, age 8 years, classed at Lloyd's and Norwegian Veritas, bound from Penang to Rangoon, with a general cargo, 43 deck passengers and a crew of 27 men.

Collided with the Burman kattoo *Oung Ban Gyee* at 4-30 A.M. of the 20th April, when about a mile N. by E. of the spit light-vessel, entrance to the Rangoon river, Burma coast. The *Framness* was proceeding up the river under pilotage charge and shortly after passing the lightship she came suddenly on the kattoo and struck her on the port side with her starboard bow splitting her in two. She sank, but no life was lost. The *Framness* sustained no damage. No loss of cargo. No life lost. The value of the kattoo is not reported.

A Court of Inquiry held under section 7 of the Indian Merchant Shipping Act V of 1883 to investigate the circumstances were of opinion that the light of the kattoo was not burning brightly and that the kattoo was anchored in the channel. They were also of opinion that a good look-out was not kept on the forecastle of the *Framness*; and the Pilot was not to blame.

(*See aslo Wreck Statement No. 15.*)

57. **Deepdale.**—A British screw steamer, of Sunderland, 1,650, tons register, official No. 81484, age 16 years, classed at Lloyd's 100 A.1., bound

from Bombay to Maculla and Aden with a general cargo, 60 passengers and a crew of 44 men.

This vessel when in Lat. 17°25′ N., Long. 67°11′ E, Arabian sea, took fire at 6 A.M. of 27th April, from an accumulation of gas and heat from the boilers. She sustained slight damage, value not reported. No loss of cargo. No life lost.

58. **Mahadevprasad.**—A British Indian muchwa, of Bassien, 10 tons register, official No. 3418, age 9 years, bound from Bassein to Bhaynder, with a cargo of salt, valued at R924 and gunny bags, valued at R48-2; and a crew of 7 men.

This vessel whilst moored at 10 A.M., of the 28th April, alongside of the Bhaynder Preventive station wharf, Bassein creek, Bombay coast, broke her head rope, and as she swung round on the flood tide her mast came in contact with the upper structure of the railway bridge, tilted her on one side and she filled with water. She sustained no damage but the whole of her cargo was lost. No life lost.

59. **Machoo Macheri.**—A Native craft, of Bhavnagar, 10 tons register, official No. 279, age not known, bound from Koch-khadi of Dholera to Bhavnagar, with a cargo of hay, valued at R32, and a crew of 4 men.

Stranded on a rock near the Roovapari lighthouse, gulf of Cambay, at 2 P.M. of the 29th April, and having sprung a leak she filled with water and was damaged to the extent of R100. The whole of the cargo was lost. No life lost.

60. **Eshwanti.**—A British Indian mahagiri, of Bombay, 19 tons register, official No. 4050, age not known, was at anchor at Bombay, laden with salt, valued at R769-12-6, and a crew of 6 men.

Sprung a leak at 11 P.M. of the 29th April, as she lay at anchor in the Trombay creek, Bombay coast, and at high tide she filled with water and the whole of her cargo was lost. The vessel was only slightly damaged, value estimated at 8 annas. No life lost.

MAY.

61. **Bhawani.**—A British Indian vessel, of Alibag, 7 tons register, official No. 470, age 12 years, bound from Alibag to Karanja, with a crew of 5 men, no cargo.

Capsized during a squall, near the Kasha rocks, in the port of Mandwa, Bombay coast, at 9 P.M. of the 1st May, as she was proceeding to her destination. The vessel sustained no damage. No life lost.

62. **Terra.**—A British screw steamer, of West Hartlepool, 1,808 tons register, official No. 95,882, age 8 years, classed at Lloyd's 100 A.1., bound from Akyab to Colombo and Port Said, for orders; cargo rice, value unknown; 3 passengers, and a crew of 25 men.

The main feed pipe and the donkey feed pump gave out at 4 A. M. of the 2nd May, when this vessel was 25 miles south of Minicoy, thereby disabling the engines. She was brought to Bombay under reduced pressure for repairs. The value of damage to the vessel is unknown. No loss of cargo. No life lost.

63. **Megna.**—A British screw steamer, of Glasgow, 754 tons register, official No. 49349, age 7 years, classed at Lloyd's 100 A.I., bound from Calcutta to Colombo, with a general cargo, 1 deck passenger and crew of 53 men.

This vessel had her propeller tail shaft broken at 6·16 A.M., on the 5th May, when N. 40° W. distant 5 miles from Trimulvassel, bay of Bengal. The value of the damage is not reported. The cargo was transhipped and the vessel towed to Calcutta. No life lost.

64. **Laxmi.**—A British Indian mahagiri, of Bombay, 14 tons register, official No. 3730, age 30 years, bound from Wadia to Bombay, with a cargo of salt, valued at R1,530, and a crew of 5 men.

This vessel was riding at anchor off Mahul in the Trombay creek, Bombay coast, at 1 A.M. of the 5th May, laden with a cargo of salt, when a side planking having given way she sprang a leak. All efforts to bale the water out proved unsuccessful; she swamped and was damaged to the extent of R15. Cargo to the amount of R1,450 was lost. No life lost.

65. **Mount Tabor.**—A British iron screw three masted steamer, of Glasgow, 1,398 tons register, official No. 86685, age 14 years, classed at Lloyd's 100 A. I., bound from Aden to the Red sea ports and Calcutta, with a cargo of salt, value not reported.

Stranded on the 5th May when leaving Aden harbour, entrance to the Red sea, and remained aground for 4½ hours. She floated off again at top of high water. It was found on coming off that the after peak tank was leaking slightly and that there were some defects to the rudder. On her arrival in Calcutta she was placed in dry dock for survey and repairs. No loss of cargo. No life lost.

66. **Palkee.**—A British Indian pattimar, of Bankot, 28 tons register, official No. 4404, age not known, bound from Calicut to Cannanore, in ballast, and a crew of 10 men.

Capsized at 10 P.M. of the 7th May, when about 6 to 8 fathoms off the port of Badagara on the Malabar coast. The vessel whilst under sail from Calicut to Cannanore suddenly lost the sea breeze and encountered a heavy land squall; and before her sails could be got down she was on her beam ends, and taking in a large quantity of water she turned over and drifted away. The crew who had clung to the bottom of the vessel were picked up and brought to Badagara by some fishermen. No life lost.

67. **Sirdhana.**—A British screw steamer, of Glasgow, 2,074 tons register, official No. 80448, age 17 years, classed at Lloyd's +, bound from Penang to Rangoon, in stone and water ballast, and a crew of 80 men.

Collided with the R. I. M. steamer *Canning* as she lay alongside of Lewis Street pontoon, Rangoon river, at noon of the 10th May, and damaged one of her boats, etc. The *Sirdhana* was proceeding up under charge of an Assistant Harbour Master when a land squall from the S. S. E. struck her and blew her alongside the *Canning* doing her considerable damage. The *Sirdhana* sustained trifling damage. No life lost.

A Court of Inquiry held under section 7 of the Indian Merchant Shipping Act V of 1883 to investigate the circumstances were of opinion that the squall was very sudden and came on without warning, although there were indications that rain and possibly wind was coming. They considered that

the Officer on the R. I. M. S. *Canning* did not expect a heavy squall; had he done so, he would not have lowered his purdahs. He evidently expected rain more than wind. They were further of opinion that the Assistant Harbour Master did all that could be done to avert the collision.

68. **Brenda.**—A British iron ship, of Liverpool, 1,169 tons register, official No. 78738, age 5 years, classed at Lloyd's 100 A. I., bound from New York to Calcutta with a general cargo, value not reported.

Stranded during a violent E. N. E. gale, on the lower part of Roypore Reach, river Hooghly, as she was proceeding up under pilotage charge and in tow of the steam tug *Warren Hastings*, at noon of the 10th May. Both vessels got on the bank, and were ashore for half an hour but sustained no damage. No loss of cargo. No life lost. The accident was unavoidable.

69. **Bundi Betal.**—A Native craft, of Porbandar, 43 tons register, official No. 129, age 25 years, bound from Porbandar to Bombay, with a cargo of ghee and stores, of the aggregate value of R1,400, and a crew of 5 men.

Stranded on a rock at Waplabara, near Porbandar, Kathiawar coast, at noon of the 10th May and was damaged to the extent of R400. No loss of cargo. No life lost.

70. **King Arthur.**—A British screw steamer, of Bombay, 1,047 tons register, official No. 70575, age 22 years; classed at Lloyd's 100 A. I., bound from Busrah to Mohemrah and Bhej; with a general cargo, value not reported; and a crew of 62 men.

Stranded at 7 A.M. of the 12th May at Bushire in the Persian gulf. The vessel sustained no damage. No loss of cargo. No life lost.

71. **Strathmuir.**—A British wooden barque, of Maitland, 1,175 tons register, official No. 90468, age 11 years, classed at the French Veritas 3.3. L.I.I., bound from Hull to Colombo and New York *viâ* Alleppey, with a general cargo, value not reported, and a crew of 15 men.

This vessel whilst at anchor in the outer Cochin roadstead, Malabar coast, caught fire at 4 A.M. of the 15th May. The fire was first discovered by the officer on watch as he saw smoke issuing from the cabin staircase. One of the hatches was taken off; but as the smoke and heat were intense, it was battened down to suffocate the smoke. On sending for assistance from shore, the Port Officer of Cochin arrived with two force pumps and the fire was then located between the main and after hatches, and at 8 A.M. of the same day it was quite extinguished. The vessel was slightly damaged, value unknown. The cargo also was slightly damaged; value estimated at £100. No life lost.

72. **Crescent.**—A British screw steamer, of London, 905 tons register, official No. 85873, age 15 years, bound from Bombay to Natal *viâ* Mozambique and Beira; with a general cargo, value not reported; 311 passengers, and a crew of 51 men.

This vessel when on a voyage from Bombay to Natal *viâ* Mozambique and Beira stranded at 11-30 A.M. of the 15th May on a shoal about 10 miles north of the outer buoy at Beira, Lat. 19°46′ S., Long. 35°6′ E., Indian Ocean. The vessel sustained no damage. No loss of cargo. No life lost.

A Court of Inquiry held to investigate the circumstances found that the grounding was caused by the Master proceeding on his course on the 15th May in ignorance of his position when he should have used all available means to ascertain it, and by his default in not keeping the lead constantly going after

he had got into 6 fathoms soundings; and that he committed the acts and defaults charged against him. But as the Master had exhibited great care and energy, and taking into consideration the general conduct of his duties during the accident, the Court were of opinion that it was not necessary to deal in any way with his certificate; but recommended that he should be severely reprimanded for his neglect to ascertain his position and to use the lead.

73. **Ooryia.**—A British screw steamer, of Calcutta, belonging to the Rivers Steam Navigation Company, 465 tons register, official No. 94301, age 9 years, classed at Lloyd's 100 A. I., bound from Calcutta to Chandbally with a general cargo, and a crew of 47 men.

Stranded off the Dredge bar, Hooghly river, as she was rounding to the westward of the Black Nun buoy at 7 A.M. of the 16th May. No damage to vessel or cargo. No life lost.

74. **Pandua.**—A British screw steamer, of Glasgow, 2,126 tons register, official No. 96,008, age 8 years, classed at Lloyd's+, bound from Calcutta to Rangoon with a general cargo, value of cargo and number of crew not reported.

Collided with the Lower College Sand buoy at Garden Reach, river Hooghly, as she was turning to proceed down under pilotage charge at 9-30 A.M. of the 16th May. No damage to vessel or cargo. No life lost.

75. **Meheramari.**—A British Indian mahagiri, of Belapur, 15 tons register, official No. 2602, age 39 years, bound from Bombay to Mora, with a cargo of mowra flowers, valued at R1,125, and crew of 5 men.

Stranded at 11 P.M. of the 22nd May, on the rocks, one mile westward of the Mora barge. The anchor of the vessel having been carelessly cast, did not hold, and the vessel was driven out by the ebb tide whilst the crew were asleep and damaged to the extent of R100. Cargo to the value of R60 was lost, and R460 worth damaged. No life lost.

76. **Ida.**—A German wooden three masted schooner, of Papenberg, 368 tons register, official No. not given, age 13 years, bound from Natal to Calcutta, with a crew of 7 men; no cargo.

Fouled the Kantabaria buoy, and also grounded on edge of the bank, Hog River Reach, below the Obelisk, while swinging to flood under pilotage charge, at 6 A.M. of the 23rd May. The accident is attributed to the prevailing light winds. The barquentine sustained no damage. No life lost.

77. **Ethiopia.**—A British iron screw three masted steamer, of Glasgow, 1,302 tons register, official No. 68120, age 22 years, classed at Lloyd's+, bound from Calcutta to Moulmein and Rangoon, with a cargo of timber, value not stated, and a crew of 81 men.

Stranded near Amherst point, Moulmein river, whilst the vessel was proceeding down under pilotage charge at 1 P.M. of the 24th May. She was aground for about 10½ hours, but having sustained no damage, she proceeded on her voyage. No loss of cargo. No life lost.

A Court of Inquiry held under section 15 of the Burma Pilots Act of 1883 having considered all the evidence that had been brought before it, were of opinion that the grounding of the *Ethiopia* was caused by the Pilot mistaking the Upper Spit buoy for No. 2 red buoy, and that in making this mistake he was guilty of negligence, inasmuch as he did not look at the compass; and he ought to have known that the course after rounding No. 2 black buoy was west by north half north and not south-west by west, making a difference of about 3 or 4 points. The Court were further of opinion, that the rate of speed had nothing

to do with the accident, and also that the state of the weather was not a sufficient excuse for the mistake made by the Pilot. The Chief Commissioner directed that under section 17 of the Burma Pilots Act the Pilot be reduced to the lowest grade for six months.

78. **Pudia Odom.**—A British Indian fore and aft rigged wooden barque, of Mangalore, 24 tons register, official No. 28 of 1896, age 6 months, bound from Mangalore to Amandivi, with a cargo of rice, salt, tobacco, betel-nuts, kerosine oil and chillies, valued at R750; two passengers, and a crew of 12 men.

This vessel sailed from Mangalore on the 12th May, but having met with adverse winds on the way she ran to Androtdivi, where she remained for 3 days until the storm had abated when she proceeded on to Amandivi. Here she encountered another storm which tore her sail and drove her back to the shores of Kanchigod about 3 miles north of the port of Kundapur, Bombay coast, at noon of the 26th idem, and nearly all her cargo was lost or damaged. The value of damage to the vessel is estimated at R800. No life lost.

JUNE.

79. **Changuna.**—A British Indian vessel, of Bankot, 4 tons register, official No. 5527, age 43 years, classed as a country craft; bound from Mahad and Bankot to Kolthare, a sub-port of Harnai, with a cargo of ground nuts, rice, etc., of the value of R465, and a crew of 4 men.

This vessel was at the mouth of the Kolthare creek, Bombay coast, at 4 P.M. of the 2nd June, when a strong gust of wind caught her sail and caused her to give a lurch, which sent some of her cargo overboard, value estimated at R201. The cargo damaged is valued at R25. No life lost.

80. **Magdala.**—A British screw steamer, of Glasgow, 2,297 tons register, official No. 105956, age 2 years, classed at Lloyd's 100 A. I., bound from Barry to the Suez Canal and Batavia, with a cargo of coal, value not reported, and a crew of 28 men.

Stranded at 4-50 P.M. of the 7th June on north beach, Perim island, Red sea; Lat. 12° 40½′ N., Long. 40° 23½′ E., owing to very hazy weather and strong current. The vessel sustained no damage. No loss of cargo. No life lost.

81. **Eshwanti.**—A British Indian pagar, of Bankot, 1 ton register, official No. 5258, age 5 years, classed as a country craft bound from Karivue, a sub-port of the Janjira State, to Chipoli, with 1 passenger, and 1 boatman. No cargo.

This vessel was crossing the Savitri creek, Bombay coast, at noon of the 20th June, when a gust of wind caught the sail and capsized her. She sustained no damage, but the passenger (a woman) was drowned. The boatman saved himself by clinging to the pagar.

82. **Goa.**—A British screw steamer, of Glasgow, 1,217 tons register, official No. 71680, age 22 years, bound from Bombay to Aden, with a general cargo, value not stated, 98 passengers, and a crew of 78 men.

This vessel, when 77 miles W. S. W. of Bombay, experienced very heavy monsoon weather at 5 P.M. on the 21st June, and had her steam steering gear carried away. The engine became practically useless and the vessel put back to Bombay for repairs. No damage to cargo. No life lost.

83. **Chanda.**—A British screw steamer, of Glasgow, 1,305 tons register, official No. 76759, age 19 years, classed at Lloyd's +, bound from

Calcutta to Pooree, with a general cargo, value not stated, and a crew of 72 men.

Stranded on the bank at Hooghly point, as she was proceeding down under pilotage charge on the 21st June. No damage reported.

84. **Sir John Coode.**—A British steel dredger, intended for the port of Colombo, 342 tons register, no official No., built in 1896, bound from Greenock to Port Said and Colombo, in ballast, with 5 Hindu passengers, and a crew of 20 men.

This vessel, when in Lat. 15° 21′ N., Long. 42° 4′ E., Red sea, encountered a heavy sandstorm and an unknown current, at 9·30 P.M. of the 25th June. She just grazed the coral reef, but did not stop her way. She apparently sustained no damage. No life lost.

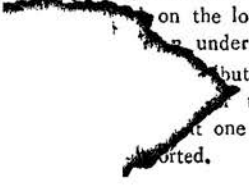
85. **Bhawani.**—A British Indian muchwa, of Bombay, 6 tons register, official No. 1945, age 28 years, classed as a country craft, bound from Bombay to Mora, with a crew of 10 men; no cargo.

Stranded on a rock at 1 P.M. of the 27th June, at the entrance of the Shewa creek, Bombay coast, and sprung a leak, and as she took the ground she was damaged to the extent of R9. No life lost.

86. **Chittagong.**—A British Indian wooden schooner, of Chittagong; 74 tons register, official No. 13, age about 8 years, bound from Chittagong to Naraingunge, with a cargo of salt, valued at R1,650, and a crew of 9 men.

Encountered a heavy gale whilst anchored with her cargo of salt on the Manickpore chur, near Shabazpore, on the Chittagong coast, at 4 P.M. of the 28th June. The gale carried away her bowsprit with anchor. Another anchor being let go, she dragged this on to the chur, where a hole being made underneath she settled down and was damaged to the extent of R1,200. Cargo lost, value R585-4-0, and a portion damaged. No life lost.

87. **Murex.**—A British screw steamer, of London, 2329 tons register, official No. 101899, age 4 years, classed at Lloyd's 100 A. I., bound from Calcutta to Genoa and Marseilles, with a general cargo, value not reported, and a crew of 66 men.



on the lower Bellary channel, river Hooghly, as she was under pilotage charge at 10·35 A.M. of the 29th June. buted to the steam steering gear refusing to act. to starboard and the vessel's forefeet took the bank t one hundred feet above the Lower Western Bellary buoy. rted.

JULY.

88. **Gaekwar.**—A British screw steamer, of Liverpool, 2,742 tons register, official No. 97758, age 6 years, classed at Lloyd's 100 A. I., bound from Calcutta to Rangoon, with a cargo of coal, wheat, sheep, and goats, value not reported, and a crew of 72 men.

Collided with the flat *Barnagore* in tow of the steam launch *Dundee*, at 6 A.M. of the 8th July, at Garden Reach, river Hooghly, owing apparently to the engines not having been worked in accordance with the orders given by the Pilot. The *Gaekwar* had her steering gear and poop rails broken, value estimated at £100. The *Barnagore* had

her zinc roofing and sheer strake broken. The pontoon at the Botanical gardens was tilted up, value of damage R1,085. The repairs to the flat, tug, etc., is estimated at R2,000. The cargo sustained no damage. No life lost.

A Marine Court of Inquiry held under section 7, Act V of 1883 (the Indian Merchant Shipping Act), as amended by Act VI of 1891, to investigate into the case of the collision, found after careful consideration of the evidence that there are grave suspicions of a mistake having been made in working the engines while the vessel was turning in Garden Reach, an error which resulted in the collision. At the same time, the evidence is so conflicting and contradictory that they considered that no charge of incompetency or misconduct could be sustained against the Engineers. The 2nd Engineer, who was on watch in the engine room during the time the vessel was manœuvred, had the disadvantage of being unassisted, so was all the more liable to make a mistake. On this point the Court considered the Chief Engineer to have been remiss in his duty by not having the 3rd and 4th Engineers also at their stations in the engine room. The engine room log book was not produced in Court, having been left in England. The Pilot was in no way to blame for the collision.

89. **Barnagore.**—A British steel flat belonging to the Rivers Steam Navigation Company, of Calcutta, was being towed up the river Hooghly, by the steam launch *Dundee*, with a crew of 17 men. Cargo, etc., not reported.

(*For details of a collision between this vessel and the "Gaekwar," see Casualty Statement No. 88.*)

90. **Eshwanti.**—A British India muchwa, of Rewas, 6 tons register, official No. 469, age 19 years, bound from Rewas to Bombay, for fishing purposes; crew 20 men.

Capsized at sea off Thull bander, Bombay coast, at 3 P.M. of the 10th July, owing to a strong gust of wind which caught the sail of the vessel and upset her; but did her no further damage. No life lost.

91. **Daphne.**—An Austro-Hungarian screw steamer, of Tri[illegible] tons register, official No. 615, age 15 years, bound from [illegible] Colombo, with a general cargo, value not reported, and a cr[illegible]

Stranded on the Budge Budge Reach, river H[illegible] proceeding down under pilotage charge at 7-15 A.M. [illegible] The accident is attributed to some defect in the steam ste[illegible] was aground for 4 hours. No damage reported.

92. **Bancoora.**—A British screw steamer, of Glasgow, 2,[illegible] tons register, official No 84281, age 16 years, bound from Calcutta to Colombo, with a cargo of coal, value not reported, and a crew of 85 men.

Collided with the barque *Queen of England* on the Negapatam roadstead, Coromandel coast, at 5 A.M. of the 21st July, and was damaged to the extent of R3,000. The accident occurred whilst the steamer was getting under weigh. No loss of cargo. No life lost.

93. **Jahangir.**—A British Indian padow, of Uran, 28 tons register, official No. 2373, age 10 years, bound from Agar Akanda to Mora, with a cargo of coal, valued at R3,060 and a crew of 9 men.

This vessel, whilst going out of the Shewa creek, Bombay coast, experienced stormy weather at 11 A.M. of the 25th July, and had her sail torn to pieces. The vessel swamped and was damaged to the extent of Rs. 100. The whole of the cargo was lost or damaged. No life lost.

94. **Abdulkadur.**—A Turkish screw steamer, port of registry, official No. and age not given, 1,380 tons register, bound from Busra to Bushire and Jeddah, with a general cargo, value not stated, 6 passengers and a crew of 40 men.

Stranded on a shoal 10 miles off cape Sukra, Arabian sea, owing to heavy and rough weather, which she encountered on the 27th July. She floated off again after an hour. Value of damage to ship and cargo not reported. No life lost.

95. **Vortigern.**—A British screw steamer, of Glasgow, 1,982 tons register, official No. 99804, age 4 years, classed at Lloyd's 100 A. I., bound from Cardiff to Bombay and Calcutta, in water ballast, with one passenger, and a crew of 26 men.

This vessel, whilst in 30 ' S. W. of the Outer light vessel at Bombay, encountered very heavy weather and exceptionally high seas at 7 A.M. of the 29th July, which broke the bracket of the main feed pumps and the cross head shoe of the intermediate engine. Value of damage, not reported. No loss of cargo. No life lost.

96. **Mombassa.**—A British steel screw three masted steamer, of Glasgow, belonging to the British India Steam Navigation Company, of Calcutta, 3,039 tons register, official No. 96082, age 7 years, classed at Lloyd's +, bound from London to Calcutta, with a general cargo, value not reported, and a crew of 133 men.

Stranded at Kantabaria Reach, below Diamond Harbour fort, as she was proceeding up the Hooghly river under pilotage charge at 1-35 P.M. of the 30th July. The vessel came off immediately and sustained no damage.

AUGUST.

97. **Sultan.**—A British iron screw three masted steamer, of Bombay, 2,034 tons register, official No. 53532, age 22 years, classed at Lloyd's 100 A. I., bound from Calcutta to Jeddah, with pilgrims and a cargo of rice, value not reported, [illegible] not reported.

[illegible] rough weather about the 6th August on the voyage from [illegible] caused considerable damage on board. The engine room [illegible] in, and both sides of the saloon. The deck was rather [illegible]d and the pitch in the seams had gone in places. The value of damage to the vessel is not reported. The cargo was somewhat damaged, value not known. No life lost.

98. **Munsoorah.**—An Arabian dhow, 12 tons register, official No., port of registry, and age, not given ; bound from Aden to Perim, with a general cargo, value not stated, and a crew of 7 men.

Collided with a steam launch whilst anchored at Aden harbour, on the 6th August. The accident is attributed to rash navigation on the part of the Master of the steam launch. No damage to the dhow or her cargo. No life lost.

99. **Rudesheimer.**—A German screw steamer, of Bremen, 1,795 tons register, official No. not reported, age 7 years, classed at Lloyd's 100 A. I.,

bound from Hamburg to Madras and Calcutta, with a general cargo, value not stated, and a crew of 42 men.

Stranded on the bank at Hooghly bight and again at Moneekhally point river Hooghly, as she was proceeding up under pilotage charge at 3-15 P.M. of the 10th August. The vessel took a heavy sheer to port against her helm in a strong eddy tide on both occasions. She was aground about a minute each time and sustained no damage. No loss of cargo. No life lost.

100. **Naderi.**—A British screw steamer, of Bombay, 1,169 tons register, official No. 97982, age 5 years, classed at Lloyd's 100 A. I., was in port loading a general cargo, value not reported, and a crew of 70 men.

This vessel was in shed at the Princess' dock, Bombay harbour, on the night of the 12th August, when the engine room took fire, which shortly after extended to the cargo in the after hold. The store room was gutted and the damage done to the vessel is estimated at R15,000. The cargo damaged is valued at R500. No life lost.

101. **Peeblesshire.**—A British iron barque, of Glasgow, 866 tons register, official No. 82276, age 17 years, classed at Lloyd's 100 A.I., bound from Calcutta to Talcahuano, with a cargo of gunnies, valued at R2,70,000, and a crew of 18 men.

Stranded on the Hooghly sands, James and Mary's, whilst proceeding down under pilotage charge and in tow of the steam tug *Warren Hastings* at 8-30 A.M. of the 13th August. Whilst on the fairway track and keeping a little to the westward to allow for the tide, the barque sheered towards No. 4 track and touched, and that almost immediately after the hawsers parted. The barque then drifted, and the anchors failing to hold her on to the head of the Hooghly sands, she heeled over on her port side; the water running in through the ports damaged the fittings and stores. The damage to the vessel is estimated at R5,000; and the cargo damaged is valued at R15,000; one life lost.

A Court of Inquiry held to investigate the circumstances considered that the second grounding, which has been the cause of damage to the barque, would not have taken place had not the hawsers parted, and had not the windlass been jammed; that the barque after staggering over the gut appears to have got into deep water before the second grounding, and had the a[illegible] held, this grounding would not have occurred. They were f[illegible] that everything was done which could possibly have been [illegible] of those in the water.

102. **Daphne.**—An Austro-Hungarian screw steamer, of Trieste, 1,[illegible] register, official No. 615, age 16 years, bound from Calcutta to Coco[illegible], Madras, and Colombo, with a general cargo, value not stated; and a crew of 41 men.

Lost an anchor and also stranded below Fulta Point and Nyanan, Hooghly river, as she was proceeding down under pilotage charge at 11 A.M. of the 13th August. The vessel sustained no damage. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

103. **Thorndale.**—A British screw steamer, of Sunderland, 1,971 tons register, official No. 87344, age 13 years, classed at Lloyd's 100 A. I., bound from London to Port Said and Kurrachee, with a general cargo, value not reported, and a crew of 28 men.

Stranded off Merewether pier, Kurrachee harbour, Sind coast, at 11-50 A.M. of the 13th August, whilst being berthed. She remained aground for about an hour and floated off again on the tide making without sustaining any damage. No loss of cargo. No life lost.

104. **Katoria.**—A British screw steamer, of Glasgow, 664 tons register, official No. 97579, age 7 years, classed at Lloyd's +, bound from Calcutta to Chittagong, with a general cargo, value not stated, 67 deck and 1 saloon passenger, and a crew of 70 men.

Stranded on a newly formed lump, in the Chittagong river, whilst the vessel was proceeding up under pilotage charge at 9-15 A.M. of the 15th August. She sustained no damage. No loss of cargo. No life lost.

105. **Sirdhana.**—A British iron screw three-masted steamer, of Glasgow, 2,704 tons register, official No. 80448, age 17 years, classed at Lloyd's +, bound from Calcutta to Negapatam *vid* coast ports with a general cargo.

Stranded below the Lower crossing mark, Poonjalee, Hooghly river, as she was proceeding down under pilotage charge at 2 P.M. of the 16th August. The vessel took a sheer to starboard and went on the bank. On an examination being made, it was found that a key was out of one of the cogs and the rudder was jammed to starboard. On this being put right she proceeded on her voyage. She was aground for about 2 minutes. The accident was caused by the steam steering gear not working from some unknown cause. No damage to cargo. No life lost.

106. **Macheri.**—A British Indian vessel, of Bulsar; 5 tons register, official No. 2645, age 4 years, classed as a country craft, was anchored at Umarsadi for fishing purposes, with a crew of 8 men, no cargo.

This vessel, when about 2 miles to the west of the Kosamba light, Bombay coast, encountered a storm at 7 A.M. of the 17th August and shipping water became water-logged. She then drifted out to sea and was damaged by the waves; her sails were carried away, and the planks on the bows stove in. The damage to the vessel is estimated at ₹75. No life lost.

107. **Fatti Khaier.**—A British Indian batel, of Jafarabad, 47 tons register, official No. 82, age 16 years, bound from Jafarabad to Bombay, with a cargo of ghee, valued at ₹1,846-1-2; old gunny bags, valued at ₹14-1-0; and ₹1,000 in cash; 12 passengers, and a crew of 10 men.

Encountered a storm at 10-30 P.M. of the 18th August, which drove her on to the reefs near Umbargaon, Bombay coast, and damaged her keel and side planks; value estimated at ₹100. No loss of cargo. No life lost.

108. **Zampa.**—A British screw steamer, of West Hartlepool, 1,526 tons register, official No. 97394, age 6 years, classed at Lloyd's 100 A. I.; bound from Rangoon to Port Said with a cargo of rice, value ₹2,53,866, number of crew not known.

Grounded below Elephant Point between the Upper Western and Centre Eastern buoys, Rangoon river, whilst proceeding down under pilotage charge on the 26th August. She took the ground at 9-30 A.M. and remained so till 0-30 P.M. sustaining no damage. No loss of cargo. No life lost.

A Court of Inquiry, held under section 6 of the Burma Pilots Act XII of 1883 to investigate the cause of the grounding, were of opinion that the Pilot committed a grave error of judgment in trusting to his experience instead of paying attention to Pilot Notice No. 50, dated the 6th February 1896.

109. **Golaghat.**—A British inland steamer, belonging to the India General Steam Navigation Company, of Calcutta, gross tonnage 520 tons, no official number, was at Calcutta, with a general cargo.

This vessel was lying at No. 3 swinging moorings at 10-20 A.M. of the 26th August when the Government P. V. *Alice* in tow of the Government steamer *Guide*, in turning round to proceed to sea, from Tolly's nullah, having got too much headway during a strong ebb tide, collided with the *Golaghat* and damaged her. The nature of the damage consisted in the upper deck planking being carried away and broken for a length of about 75 feet and 2 feet 3 inches broad; all the stanchions and fittings in the way were broken and mostly carried away; and the panelling of three cabins at sides and ends were carried away with the fittings of the same. The value of the damage is estimated at R937. The accident is attributed to an error of the Commander of the P. V. *Alice*. No loss of cargo. No life lost.

110. **Oranasia.**—A British four-masted barque, of Liverpool, 2,565 tons register, official No. 99416, age 4 years, classed at Lloyd's 100 A.1., bound from Middlesboro to Calcutta, with a cargo of salt, value not stated, and a crew of 33 men.

Grounded on the Mukraputty lumps as she was proceeding up under pilotage charge and in tow of the steam tug *Dalhousie* on the 28th August. On reaching Hooghly point, the *Oranasia* took a strong sheer to port which turned the tug's head to the eastward. The tug master, finding that he could not recover and get back into the track, reversed his starboard engine full speed astern and went ahead full power with the port engine and ported his helm. The ship came round, heading to the left bank of the river, and dropped her anchor. The tug continued to turn to the eastward, and the ship hove up her anchor again. The tug came round inside the Red buoy and giving the ship a strong jerk on her hawsers succeeded in straightening her head down the river proceeding to tow the *Oranasia* down the river with the intention of turning in Hooghly bight and starting again on his course up the river. The tide however swept both the tug and ship to the westward and the ship grounded. The tug endeavoured to tow the ship off, but the port pennant parted and the Pilot ordered the other hawser to be slipped. Eventually, after jettisoning about 50 and discharging from 600 to 700 tons of salt, she was towed off by the *Retriever*, which had come to her assistance. She remained aground from 2-20 P.M. of the 28th to 3-30 P.M. of the 30th August; apparently no damage was done to the ship. No life lost.

A Court of Inquiry held to investigate the circumstances were of opinion that the stranding was due to a strong tide catching the tug and ship before they were fairly under weigh, after the tug had succeeded in heading the ship straight down the river.

SEPTEMBER.

111. **Ras Rowa.**—A British screw steamer, of London, 1,830 tons register, official No. 104850, age 19 months, classed at Lloyd's 100 A.1., bound from London to Kurrachee and Bombay, with a general cargo, value not stated; and a crew of 28 men.

Collided with the stone pier head whilst being docked in the Princess dock, Bombay harbour, at 6-30 A.M. of the 5th September; owing to her having gained too much headway. The vessel was badly damaged at her

stem; value of damage not stated. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

112. **Arracan.**—A British screw steamer, of Glasgow, 1,877 tons register, official No. 85924, age 14 years, classed at Lloyd's 100 A. I., bound from Liverpool to Port Said and Rangoon, with a general cargo, value not stated, 13 passengers, and a crew of 43 men.

This vessel, when in Lat. 9° 33′ N., Long. 66° 29′ E., Arabian sea, broke her tail propeller shaft and stern tube at 9·40 A.M. of the 11th September, value of damage not reported. No loss of cargo. No life lost. She was towed to Bombay by the *City of Edinburgh.*

113. **Labhsawai.**—A Portuguese Indian batel, of Diu, 29 tons register, official No. D. in No. 16, Bombay No. 4876, age not known, classed as a Portuguese craft, bound from Diu to Bombay, with a cargo of goat skins valued at R90; shark fins, value R60; fish maws, value R60; 1 passenger, and a crew of 6 men.

This vessel left Diu about 2 P.M. of the 11th September for Bombay, and at 4 A.M. of the 12th idem she encountered squally weather, which drove her on to a rock in the sea at a distance of about 1¼ miles from Vadwan, a village 5 miles to the north of Tarapur, where she was considerably damaged, and her side planks giving way she sprung a leak. The damage to the vessel is estimated at R500. The cargo damaged is valued at R122-14. No life lost.

114. **Daria Dowlat.**—A British Indian hodi, of Bankok, 4 tons register, official No. 19 of 1838, age 15 years, classed as a country craft, bound from Buroondi, a sub-port of Harnai, to Bombay, with a crew of 7 men, no cargo.

Capsized in a strong gust of wind, at 4 P.M. of the 14th September, when 7 miles off Harnai, Bombay coast. She sustained no damage. No loss of cargo. No life lost.

115. **Anapa.**—A British screw steamer, of Liverpool, 2,251 tons register, official No. 105366, age 8 months, classed at Lloyd's 100 A.I., bound from Cardiff to Calcutta and Chittagong, in water ballast, and a crew of 31 men.

Stranded at noon of the 16th September, in Chittagong harbour, owing to a sudden squall, which parted the ropes with which she was moored. Her port quarter having touched the bank, she remained there until other ropes were run and made fast to the buoy, when the vessel was hove off and re-moored. She sustained no damage. No life lost.

115½. **Mozambique.**—A British steel four-masted barque, of Glasgow, 2,305 tons register, official No. 99813, age 4 years, classed at Lloyd's 100 A.I., bound from New York to Calcutta, with a cargo of petroleum and lubricating oils, valued at R2,94,875, number of crew not reported.

This vessel whilst on the voyage to Calcutta (exact locality not known) is reported to have experienced a violent gale and tremendous heavy sea on the 16th September and to have lost some of her sails, her deck swept and the wheel as well as a boat carried away. The Master is also reported to have gone overboard during the squall and the cargo damaged. The value of damage to the vessel and cargo is not reported.

116. **Ariel.**—A British screw steamer, of West Hartlepool, 1,906 tons register, official No. 95892, age 7 years, classed at Lloyd's 100 A.I., bound from Barrow-in-Furness to Madras and Chittagong, with a crew of 26 men, no cargo.

The vessel was in double moorings in Chittagong harbour, when a strong southerly wind having carried away her ropes she touched the bank slighlty at 2 P.M. of the 17th September, but sustained no damage. No life lost.

117. **Coromandel.**—A British steel screw three masted steamer, of Greenock, 2,783 tons register, official No. 87418, age 11 years, classed at Lloyd's + bound from Calcutta to London, with a general cargo.

Stranded between the Lower Eastern and Lower Western Eden buoys, Hooghly river, whilst proceeding down under pilotage charge, at 11·40 A.M. of the 17th September. She stranded again when abreast of the Apex buoy, but sustained no damage. She was aground for about a minute and a half. The aceident is attributed to shallowness of the channel. No loss of cargo. No life lost.

118. **Wistow Hall.**—A British screw steamer, of Liverpool, 2,139 tons register, official No. 97746, age 6 years, classed at Lloyd's 100 A.I., bound from Calcutta to Bombay; with a cargo of coal, value not reported, and a crew of 50 men.

Grounded on the Mooneekhally sand, Hooghly river, as she was proceeding down under pilotage charge on the 23rd September. She was aground for about half an hour without apparently sustaining any damage. No loss of cargo. No life lost.

119. **Kashinath.**—A British Indian mahagiri, of Murood, in the Janjira State, 21 tons register, official No. 591, age 5 years, bound from Bombay to Malwan, with a crew of 10 men, no cargo.

Capsized at 11 P.M. of the 28th September, in consequence of a sudden and violent gale of wind which caught the sail and overturned the vessel, when about 15 miles off Viziadurg, Bombay coast. She sustained no damage. No loss of cargo. She was towed to Viziadurg, by 3 vessels that were passing by at the time; and the crew were saved by the timely assistance rendered by the tindals of those vessels.

120. **Jerampasa.**—A Native craft, of Cutch Mandvi, 129 tons register, official No. 1939 C, age 5 years, classed as a country craft, bound from Cutch Mandvi to Busrah, in ballast, and a crew of 10 men.

This vessel was caught in a cyclone at 9 P.M. of the 29th September. She managed to get as far as the northern end of the island of Khargoo near Kharg in the Persian gulf, where she anchored; but the cable being cut she rode on the anchor and sprang a leak, and being filled with water she swamped, but was not finally lost. No life lost.

121. **Luxmi.**—A British Indian mahagiri, of Ratnagiri, 24 tons register, official No. 9219, age 32 years, classed as a country craft, bound from Jaygad to Bombay, with a cargo of bamboos and bhendi wood, valued at R217, and a crew of 9 men.

This vessel, having encountered rain and stormy winds when at sea, about 24 miles off Boria, Bombay coast, was swamped at 5-30 P.M. of the 29th September and damaged to the extent of about R200. The whole of the cargo was lost. No life lost.

122. **Katoria.**—A British screw steamer, of Glasgow, 664 tons register, official No. 97579, age 7 years, classed at Lloyd's +, bound from Rangoon to Calcutta, with a general cargo.

Stranded on the Kukrahatty crossing, whilst proceeding up the Hooghly river, at 9-20 A.M. of the 29th September. She sustained no damage. No loss of cargo. No life lost. The accident is attributed to an alteration of the channel.

OCTOBER.

123. **Dumbarton.**—A British steel twin-screw steamer, of Calcutta, 80 tons register, official No. 98337, age 5 years, employed as a steam tug in the Hooghly river, with a crew of 15 men.

Collided with a country bhur, laden with 350 maunds of rice, bound from Bowpore to Ramkistopore. The country boat came down under sail, and in trying to cross the bows of the *Dumbarton* she collided with her and sank off Seebpore ghat, river Hooghly, on the 3rd October; value not reported. No life lost. No damage to the *Dumbarton* reported.

124. **Thorndale.**—A British screw steamer, of Sunderland, 1,971 tons register, official No. 87344, age 13 years, classed at Lloyd's 100 A. I., bound from Calcutta to Fiume with a general cargo.

This vessel was lying at the Kidderpore docks, Hooghly river, and at 7 A.M. of the 5th October it was discovered that smoke was issuing out of a bunker forward of the funnel. By discharging 20 tons of coals, it was ascertained that the casing of the donkey was smouldering; the funnel becoming overheated set fire to the wood lining of the bunker overhead. The vessel was surveyed, and it was found that she had sustained no appreciable damage, and her seaworthiness was unaffected. Value of the damage to the vessel or cargo not stated. No life lost.

125. **Murex.**—A British screw steamer, of London, 2,329 tons register, official No. 101899, age 4 years, classed at Lloyd's 100 A. I., bound from Calcutta to Genoa and Leghorn, with a general cargo and jute, value not reported, and a crew of 66 men.

Grounded in the Dredge channel at 6 P.M. of the 9th October, between the C. and L. E. Dredge buoys; also at 6-10 A.M. of the 10th October, between the C. and L. W. Dredge buoys whilst proceeding down under pilotage charge on those dates. No damage reported. The cause of the grounding in the first instance is attributed to the engines of the vessel breaking down; and in the second, to her having broken her sheer in small water. No damage to cargo. No life lost.

126. **Laxmee.**—A British Indian muchwa, of Bassein, 10 tons register, official No. 2856, age 17 years, bound from Bhwindi to Bombay, with a cargo of rice and bran, valued at R1,503, and a crew of 7 men.

At 2 A.M. of the 14th October, this vessel, in passing the railway bridge Thana creek, Bombay coast, fouled the wire ropes of some fishing stakes. On the tide ebbing she bumped on a rock and sprang a leak. The cargo of rice was damaged to the extent of R750. The damage to the vessel is estimated at R60. No life lost.

127. **Ruparel.**—A British Indian padow, of Bulsar, 18 tons register, official No. 2464, age 7 years, bound from Bombay to Bhavnagar, with a cargo of English coals, value not stated, and a crew of 6 men.

Stranded on a sand bank at midnight of the 15th October, when about 8 miles east of Bhavnagar, gulf of Cambay, where she capsized and all her cargo was lost. The planking of the vessel was broken, and she also lost her ropes

and anchor, value estimated at R135. She eventually righted herself. No life lost.

128. **Hornet.**—A British screw steamer, of Liverpool, 28 tons register, official No. 97859, age 12 years, unclassed, bound from Perim to Djibouti, with a crew of 10 men, no cargo.

Encountered cyclonic weather at 7 A.M. of the 15th October, and having dragged both her anchors she grounded in Lat. 11° 40′ N., Long. 42° 50′ E. Djibouti anchorage, gulf of Tajura, in the Red sea. The vessel lost 1 jib and a boat, value not stated. No life lost.

129. **Sheikh Berkhud.**—A British screw steamer, of Greenock, 158 tons register, official No. 98302, age 5 years, classed at Lloyd's 100 A. I., was at Perim, with a cargo of coal, value not stated, and a crew of 33 men.

This vessel, whilst moored in Djibouti harbour, gulf of Tajura, Red sea, dragged her anchors and stranded at 2 A.M. of the 15th October. She sustained no damage, but lost a boat only, value not stated. No loss of cargo. No life lost.

130. **Meyun.**—A British screw steamer, of Greenock, 91 tons register, official No. 93207, age 8 years, bound from Aden to Djibouti, with 6 passengers, and a crew of 24 men, no cargo.

Stranded at 2-30 P.M. of the 17th October when in Lat. 11° 34′ N., Long. 43° 24′ E., gulf of Aden, owing to cyclonic weather and strong currents. She sustained trifling damage, value not stated.

Stranded again at 9 A.M. of the 20th October when moored in Djibouti, anchorage Lat. 11° 40′ N., Long. 42° 50′ E., gulf of Tajura. The accident is attributed to incorrect soundings. The vessel sustained trifling damage, value not stated.

131. **Jamnaprasad.**—A British Indian padow, of Surat, 17 tons register, official No. 3977, age 35 years, bound from Bombay to Bhavnagar, with a cargo of cocoanuts, valued at R762-8 annas, and a crew of 4 men.

Stranded at 1 A.M. of the 24th October, on a sand bank, off Bhagwadandi, gulf of Cambay, and as a part of the keel was consequently displaced she sprung a leak. She sustained trifling damage, valued at R2. A portion of her cargo was washed away, value estimated at R219-6-9. No life lost.

132. **Argus.**—A British screw steamer, of Melbourne, 1,822 tons register, official No. 95956, age 7 years, classed at Lloyd's 100 A.I, bound from Melbourne to Calcutta with horses, value not reported.

Stranded on the flat off Hooghly point as she was proceeding up under pilotage charge at 11-30 A.M. of the 25th October. The vessel was crossing the Eastern gut at half flood when she took the ground with her forefeet and dashing off at once she proceeded on her voyage without sustaining any damage. No loss of cargo. No life lost. The accident is attributed to the vessel not steering well.

133. **Alboin.**—A British screw steamer, of London, 650 tons register, official No. 97396, age 7 years, classed at Lloyd's 100 A. I., bound from Bankok and Singapore to Calcutta, with a cargo of teakwood, value not reported, and a crew of 35 men.

Stranded on the flat at Hooghly point at 2-20 P.M. of the 27th October, whilst proceeding up under pilotage charge. She was about crossing the Eastern gut when an eddy tide caused her to take a sheer against her helm.

She came off immediately and sustained no damage. No loss of cargo. No life lost.

NOVEMBER.

134. **Kasiprasad.**—A British Indian padow, of Surat, 39 tons register, official No. 3976, age 40 years, bound from Bhavnagar to Broach, with a crew of 10 men, no cargo.

Grounded at 10 P.M. of the 5th November when near the Ramessur creek, gulf of Cambay, where she had gone to take in ballast. Having got into shoal water, she grounded, but afterwards sliding into deeper water she foundered and was damaged to the extent of R 500. No life lost.

135. **Bhawani.**—A British Indian muchwa, of Thana, 9 tons register, official No. 6695, age 37 years, bound from Kashili to Bombay, with a cargo of hay, valued at R70, and a crew of 4 men.

Capsized in a squall in the Bhandup creek, Bombay coast, at 4 P.M. of the 6th November. She floated off again as the cargo drifted away. She was afterwards brought ashore, where on examination it was found that she had sustained no damage. The cargo was all lost. No life lost.

136. **Bahaduri.**—A British screw steamer, of Glasgow, 829 tons register, official No. 102648, age 3 years, classed at Lloyd's 100 A. I., bound from Kurrachee to Catch, Mandvi and Dwarka, with a general cargo, value not known, 171 passengers and a crew of 45 men.

Stranded at noon of the 7th November when in Lat. 22° 24′ 15″ N., Long. 68° 56′ 30″ E., Kathiawar coast, on account of hazy weather and error of the Master in misjudging the distance off the land and not using the lead. The vessel sustained no damage. No loss of cargo. No life lost.

137. **Bhawani.**—A British Indian muchwa, of Bankot, 10 tons register, official No. 5532, age 47 years, was at anchor at Harnai, no cargo, no crew.

This vessel broke away from her anchor, dashed against some rocks about 200 paces from the shore at Navanagar, Bombay coast, and broke to pieces at 8 P.M. of the 9th November. The value of the damage is estimated at R400. No life lost.

138. **Fath Harrab.**—A British Indian manji, of Tellicherry, 31 tons register, official No. 9, age 1 year, bound from Cochin to Ponani and Calicut with a cargo of coir fibre, valued at R300, and coir yarn, valued at R232, and a crew of 10 men.

This vessel, having cleared the port of Ponani on the 10th November, was ready to set sail for Calicut. At 5 P.M. it was discovered that the cargo had taken fire. On the same being thrown into the water, the fire was put out. Her sails, mast yard and cables were burnt, value R120. Cargo lost is valued at R49; damaged, R12. No life lost.

139. **Strathclyde.**—A British screw steamer, of Glasgow, 2,142 tons register, official No. 96047, age 7 years, classed at Lloyd's 1000. A. I., bound from Calcutta to Galveston, with a cargo of jute cuttings, value not reported, and a crew of 30 men.

Grounded at the Moyapore bar, Hooghly river, as she was proceeding down under pilotage charge at 2-30 A.M. of the 10th November. The vessel was on the western fairway track and when crossing the bar took a sheer against her helm and grounded in small water to the eastward of the track.

The tugs *Warren Hastings* and *Retriever* were sent to her assistance and to tow her back to Calcutta ; and when surveyed in dry dock it was found that the bottom was slightly set up from about 100 feet from stem to about 60 feet from sternport, principally on the starboard side. The butts of bottom plaiting showing no indication of starting and the deflection being small, it was decided to allow the vessel to reload and proceed to port of destination. Value of damage to vessel and cargo not reported. No life lost. The accident is attributed to an eddy tide.

140. **City of Agra.**—A British screw steamer, of Glasgow, 2,133 tons register, official No. 80476, age 17 years, classed at Lloyd's 100 A. I., bound from Glasgow to Liverpool and Calcutta, with a general cargo, value unknown, number of crew not stated.

Grounded on the James and Mary's bar, river Hooghly, as she was proceeding down under pilotage charge at 3-30 P.M. of the 11th November. The vessel took the ground when about 200 yards above the Waterloo wreck buoy and a little to the westward of No. 4 Track. She was aground for about 11 hours, but sustained no damage. The passengers on board of her were transferred to the River Survey vessel *Cuckoo*. No loss of cargo. No life lost. The accident was due to the extension of the Hooghly sand.

141. **Constance.**—A British Indian schooner, port of registry not reported, 129 tons burthen, official No. and age not known, bound from Cocos islands to Calcutta, with a cargo of cocoanuts, value not known. Number of crew not reported.

Grounded in the Bellary channel, river Hooghly, at 5-55 P.M. of the 11th November, owing to her not answering her helm. Efforts were made to heave her off, but without effect, and when the tide had ebbed she capsized on her starboard side. The cargo was lost. No life lost.

142. **Ruparel.**—A British Indian padow, of Mahim, 14 tons register, official No. 648, age 35 years, bound from Kori, a sub-port of Dantivra, to the fishing ground, a few miles out at sea ; crew 9 men ; no cargo.

Capsized in cyclonic weather at 9 A.M. of the 14th November when about 8 miles from Kori, Bombay coast. She was towed to the shore by a passing vessel. She sustained no damage. She had no cargo on board, but certain articles belonging to the crew were lost ; value estimated at R17-2. No life lost.

143. **Sattya Batty.**—A British Indian schooner, of Chittagong, 101 tons register, official No. 16 of 1884, age 12 years, was in the Chittagong river, description of cargo and number of crew not stated.

Collided with the ship *Laomene* in the Chittagong river, at 8 A.M. of the 15th November, and had her davit bent, top gallant back-stay broken, and one dead-eye split, value not stated. No life lost.

144. **Laomene.**—A British iron ship, of Liverpool, 1,644 tons register, official No. 81369, age 16 years, classed at Lloyd's 100 A.I., bound from Chittagong to Hamburg, with a cargo of jute, value not stated, and a crew of 22 men.

This vessel was being shifted from her moorings in the Chittagong river by the steam tug *Gekko* at 8 A.M. of the 15th November, when a native vessel (Sattya Batty), in sheering out of the fairway, collided with her and carried away her gangway ladder, value of the damage not stated. No loss of cargo. No life lost.

145. **Nagin.**—A British Indian mahagiri, of Thana, 10 tons register, official No. 6156, age 47 years, bound from Thana to Kalyan, with a cargo of husk, valued at R24, and a crew of 4 men.

Encountered squally weather at 1 A.M. of the 18th November in the Thana creek, near Parshik, Bombay coast, and capsized. On the cargo drifting away she floated off again. The damage to the vessel is estimated at R50. The whole of the cargo was lost. No life lost.

146. **Thakoreprasad.**—A Native craft, of Bhavnagar, 33 tons register, official No. not known, age 6 years, bound from Jamnagar to Bhavnagar, with a crew of 7 men. No cargo.

This vessel having left Jamnagar for Bhavnagar and when nearing Diu encountered a cyclonic storm which drove her on to the shore at Kadwar on the Kathiawar coast, where she capsized at 10 P.M. of the 19th November and was damaged to the extent of R250. Four lives were lost.

147. **Chan Tha Gyee.**—A British Burman kattoo, of Tavoy, 65 tons register, official No. 14, age 20 years, bound from Tavoy to Penang, with a cargo of rice, value not stated, and a crew of 15 men.

Collided with the schooner *Veerabhadraswamy* at Kyetsabin, in the Tavoy river, at 10-30 P.M. of the 20th November. The jibboom of the schooner, having been caught in a small mast at the stern of the kattoo, damaged her a little, value not stated. No damage to cargo. No life lost.

148. **Veerabhadraswamy.**—A British Indian wooden schooner, of Moulmein, 132 tons register, official No. 3, age one year, bound from Moulmein to Rangoon with a cargo of rice, valued at R9,000, and a crew of 20 men.

(*For details of a collision between this vessel and the "Chan Tha Gyee" see Casualty Statement No. 147.*)

149. **Dolatpasa.**—A native craft, of Navibandar, 31 tons register, official No. 48, age 7 years, classed as a muchwa, bound from Broach to Navibandar with a cargo of cotton seeds, valued at R1,400, and a crew of 5 men.

Encountered a cyclonic storm at 7 P.M. of the 20th November, near Mangrol, Kathiawar coast, and had her mast broken and her appurtenances carried away. She was able to reach her destination after jettisoning more than half the cargo, value estimated at R900. The rest was damaged. No life lost.

150. **Hasami.**—A native craft, of Kurrachee, 66 tons register, official No. 35, age not known, classed as a ganja, bound from Busrah to Brooch, with a cargo of dates, valued at R4,200, and a crew of 7 men.

Encountered cyclonic weather on the 20th November, near Mangrol, Kathiawar coast, and had her mast, ropes, etc., carried away. By jettisoning a portion of her cargo she was able to reach her destination. Value of damage to the vessel is estimated at R350. The cargo jettisoned is valued at R2,000. The remainder of the cargo was damaged with sea water. No life lost.

151. **Bhoresangar.**—A native craft, of Kurrachee, 78 tons register, official No. 17, age not known, classed as a muchwa, bound from Bombay to Ghodabaree, with a crew of 7 men, no cargo.

Encountered cyclonic weather on the 20th November, near Porbandar, Kathiawar coast, which carried away her anchor, and to save the ship from

going adrift her mast was cut off. The value of the damage is estimated at R250. No life lost.

152. **Dao Salamut Kher.**—A native craft, of Porbandar, 99 tons register, official No. 67, age 7 years, classed as a kotia, bound from Ghodabaree to Cochin, with a cargo of paddy, valued at R3,300, and a crew of 12 men.

Encountered cyclonic weather, on the 20th November, at sea, a little distance from the harbour of Porbandar, Kathiawar coast, and to save the vessel from sinking her mast was cut off, value estimated at R200. The cargo of paddy was damaged through the rain. No life lost.

153. **Jalebio.**—A Native craft, of Porbandar, 76 tons register, official No. 57, age 7 years, classed as a kotia, bound from Ketibandar to Cochin with a cargo of rice seeds, valued at R3,000, and a crew of 9 men and one child.

Encountered cyclonic weather and heavy rain on the 20th November when outside of the harbour of Porbandar, Kathiawar coast, and had her mast, sail, etc., carried away, value estimated at R500. To save the vessel from sinking a portion of the cargo had to be jettisoned, value estimated at R600. The rest of the cargo was damaged. No life lost.

154. **Ruparel.**—A Native craft, of Bulsar, 57 tons register, official No. 1541, age 59 years, classed as a padow, bound from Bulsar to Calicut and Porbandar, with a cargo of wood and bamboo slips, valued at R937-12-4, and a crew of 12 men and a boy.

Encountered cyclonic weather at sea, off the harbour of Porbandar, Kathiawar coast, on the 20th November. To save her from sinking a portion of the cargo had to be jettisoned, value estimated at R35, but the vessel sustained no damage. No life lost.

155. **Vithul Prasad.**—A Native craft, of Bulsar, 23 tons register, official No. 2688, age 4 years, classed as a batel, bound from Bulsar to Porbandar, with a cargo of molasses and earthen pans, valued at R1,200, and a crew of 5 men and 2 boys.

Encountered cyclonic weather, between Veravel and Mangrol, on the Kathiawar coast, on the 20th November, and had the cross bar of the mast carried away, value R2. A portion of the cargo had to be jettisoned on account of the storm, value R780. No life lost.

156. **Mahadevpasa** *alias* **Sakaria.**—A Native craft, of Porbandar, 72 tons register, official No. 133, age 15 years, classed as a kotia, bound from Porbandar to Ghodabaree and Cochin, with a cargo of paddy, valued at R3,000, and a crew of 9 men.

Encountered cyclonic weather accompanied with heavy rain at 6 A.M. of the 20th November near Wisawada, Kathiawar coast, which necessitated cutting away her mast and jettisoning a portion of her cargo. The damage to the vessel is estimated at R200. Cargo jettisoned is valued at R1,200. A portion of the cargo was also damaged. No life lost.

157. **Rampasa.**—A Native craft, of Porbandar, 42 tons register, official No. 130, age not known, bound from Bombay to Porbandar, with a cargo of kerosine oil, coir, cords, alum, etc., valued at R3,700, and a crew of 6 men.

This vessel whilst passing through the Surat canal, Bombay coast, encountered a heavy storm on the 20th November, which necessitated jettisoning

a portion of the cargo to the amount of R325. The vessel sustained no damage. No life lost.

158. **Fateh Karim.**—A Native craft, of Porbandar, 44 tons register official No. 71, age 8 years, classed as a batel, bound from Ghodabaree to Porbandar, with a cargo of fuel, valued at R145-8, and a crew of 8 men.

Encountered bad weather at noon of the 20th November, between Cutch Mandvi and Dwarka, Kathiawar coast, which necessitated her jettisoning a portion of her cargo, valued at R30. The vessel sustained no damage. No life lost.

159. **Dolutpasa.**—A Native craft, of Mangrol, 50 tons register, official No. 204, age 10 years, bound from Broach to Navibandar, with a cargo of cotton seeds, valued at R2,750, and a crew of 7 men.

Experienced cyclonic weather at 9 P.M. of the 20th November when she came in sight of Mahuva bandar, Bombay coast, where she cast anchor which afterwards broke away; her sail torn off through the violence of the gale, whilst some of the cargo had to be jettisoned to keep the vessel from sinking. Cargo lost, valued at R1,000. The vessel sustained no damage. No life lost.

160. **Ganeshpasha.**—A Native craft, of Mangrol, 4 tons register, no official No., age 7 years, not classed, bound from Madhavpur to Mangrol, with a crew of 9 men. No cargo.

This vessel having arrived at her destination experienced cyclonic weather at 5 P.M. of the 20th November, and had her sails torn and the mast and helm broken to pieces. She was then capsized near the village of Vadodra, under Veraval, Kathiawar coast, and was damaged to the extent of R100. One life lost. The vessel was eventually washed ashore.

161. **Fate Rahiman.**—A Native craft, port of registry, registered tonnage, official No., age and class not known, bound from Simarkotha to Bombay, with a cargo of dry fish, valued at R688, and a crew of 7 men.

Stranded on a rock on the seashore at Baberkot, Kathiawar coast, at midnight of the 20th November, and having been driven ashore by rough seas and strong winds, was damaged to the extent of R425. The whole of the cargo was lost. No life lost.

162. **Hariprasad.**—A British Indian padow, of Dholai near Bulsar, 15 tons register, official No. 1432, age 29 years, bound from Bulsar to Kalyan, with a cargo of husked rice, pulse, etc., valued at R1,774-14, one passenger, and a crew of 5 men.

This vessel sailed from Bulsar on the 17th November, and passing near Satpati, Bombay coast, about a mile from the shore, she encountered a cyclonic storm at 8 A.M. of the 21st November. The Tindal finding he could not proceed steered back and ran in for shelter towards Dahanu, but the night being dark, the vessel ran on the reefs near the entrance of the Chikli creek, sprang a leak and was damaged to the extent of R100 On receiving help from some fishermen the vessel was brought to a safe anchorage. Cargo to the amount of R100. was damaged. No life lost.

163. **Alimadat.**—A Native craft, of Veraval, 37 tons register, official No. 7 of 1894, age 30 years, not classed, bound from Broach to Veraval, with a cargo of cotton seeds, etc., valued at Rs. 1,932, and a crew of 5 men.

This vessel after leaving Broach harbour encountered cyclonic weather at noon of the 21st November near the State Bungalow at Shil port, Kathiawar

coast, which necessitated her mast being cut down and a portion of her cargo jettisoned, value R950. The vessel was damaged to the extent of R70. The cargo damaged is estimated at R250. No life lost.

164. **Onipenta.**—A British screw steamer, of Glasgow, 3,420 tons register, official No. 106020, built in 1896, and classed at Lloyd's 100 A.I., bound from Calcutta to Bombay, with a cargo of coal, value not reported, and a crew of 80 men.

Stranded on a sand bank at Fisherman's point anchorage, river Hooghly, as she was swinging to the flood whilst on her way down under pilotage charge at 10 A.M. of the 21st November. She was aground for about 20 minutes, but sustained no damage. The accident was due to an error of the Pilot. No damage reported. No life lost.

165. **Okhla.**—A British screw steamer, of Glasgow, 3,436 tons register, official No. 104631, age 2 years, bound from Calcutta to Bombay, *vid* coast ports with a general cargo.

Collided with the small Noorpur Nun buoy, as she was proceeding down under pilotage charge at 11-45 A.M. of the 21st November. The vessel whilst at Noorpur Reach took a broad sheer against her helm which was hard aport at the time and on recovering sheered against the buoy. No damage reported. The accident is attributed to the bad steering of the vessel.

165½. **Manydown.**—A British iron ship, of Liverpool, 2,381 tons register, official No. 87939, age 12 years, classed at Lloyd's 100 A.-I., bound from Calcutta to Bombay with a cargo of coal, value not known, and a crew of 31 men.

Collided with the S. S. *Vortigern* on the 21st November whilst that vessel was at anchor in Bombay harbour, south-east of Cross island. A strong southerly breeze against the ebb tide prevented her chain being hove in, in time to clear the ship. The port anchor having been checked by the windlass, allowed the vessel to come too close to the steamer with the result that the latter had her rails damaged, and a boat smashed, value not reported. The *Manydown* sustained no damage. No loss of cargo. No life lost.

166. **Vortigern.**—A British screw steamer, of Glasgow, 1,982 tons register, official No. 99804, age 4 years, classed at Lloyd's 100 A.I., lying at Bombay harbour, description of cargo and number of crew not reported.

(*For details of a collision between this vessel and the* Manydown, *see Casualty Statement No. 165½.*)

167. **Conrad.**—A Dutch iron screw three-masted steamer, of Amsterdam, 2,282 tons register, official No. 568, age 25 years, classed at Lloyd's 100 A.I., bound from Amsterdam to Suez and Padang, with a general cargo, 98 passengers, and a crew of 76 men.

This vessel when in Lat. 12° 41′ 31″ N. Long. 43° 25′ 59″ E., Red sea, had her columns bed plate low pressure cylinder cracked, condenser damaged, crankshaft broken, eduction pipe out of order, shafting rods bent, besides, other damages, at 8-40 A.M. of the 23rd November. The cargo was transhipped to the *Lombok* which sailed for Java and arrangements were made to enable the passengers to continue their voyage. The vessel anchored near Narrow Straits for repairs. A survey was held and only temporary repairs could be carried out. No loss of cargo. No life lost. The value of damage to the vessel is not reported.

168. **Ramprasad.**—A British Indian padow, of Dantivra, 18 tons register official No. 616, age 32 years, bound from Dantivra to the fishing grounds at sea, with a crew of 7 men, no cargo.

This vessel was proceeding to the fishing grounds, about 10 miles from Arnalla fort, Bombay coast, where she encountered cyclonic weather and capsized at noon of the 23rd November, and lost all the fishing nets, value R60. No life lost.

169. **Veerabhadraswamy.**—A British Indian wooden schooner, of Moulmein, 132 tons register, official No. 3, age 1 year, bound from Rangoon to Penang, with a cargo of rice, valued at R11,000, and a crew of 20 men.

This vessel was at anchor at 4-30 A.M. of the 25th November, at Thingyin, in the Tavoy river, Burma coast, when a cargo boat proceeding to her anchorage came in collision with her and stove in her port anchor breaking it in the middle. She sprung a leak and was fast settling down, when 100 bags of the cargo were thrown overboard to save her from sinking; the Tindal, at the same time, running her into a neighbouring creek in order to make the necessary repairs. The damage to the vessel is estimated at R200. The cargo lost is valued at R1,000; and about R3,000 worth was damaged. The cargo boat had a hole about 6 inches broad at the stern, and the damage is estimated at R100. She lost no cargo, but about R280 worth was damaged. No life lost.

170. **A Cargo Boat**—British Burman, of Tavoy, 24 tons register, official No. 2, age 2 years, was proceeding to the steamer anchorage, with a cargo of paddy, valued at R13,500, and a crew of 5 men.

(*For details of a collision between this vessel and the* Veerabhadraswamy *see Casualty Statement No. 169.*)

171. **Chusan.**—A British steelscrew three masted steamer, of Greenock, 2,852 tons register, official No. 87414, age 12 years, classed at Lloyd's +, bound from Calcutta to London, with a general cargo, value not reported, and a crew of 161 men.

Stranded on the bank above the Bellary bar, below the Kulpee anchorage buoy, river Hooghly, as she was proceeding down under pilotage charge at 10-15 A.M. of the 25th November. The vessel did not stop her way. No damage reported. The accident was due to some alteration of the channel. No life lost.

172. **Fazilka.**—A British screw steamer, of Glasgow, 2,698 tons register, official No. 98578, age 6 years, classed at Lloyd's +, bound from Calcutta to Rangoon.

Lost an anchor and chain abreast of the Custom House at Diamond Harbour, river Hooghly, as she was proceeding up under pilotage charge at 5-30 P.M. of the 26th November. The vessel was coming to an anchor, when the chain parted at the 15-fathom shackle before the anchor took the ground, with the following bearings, Custom House N. 30° E., Telegraph Station flagstaff N. 80½° E., Hospital point N. 70° W. The anchor was one of Trotman's patent weighing 51 cwt. No loss of cargo. No life lost.

173. **Secundra.**—A British screw steamer, of Glasgow, 1,675 tons register, official No. 87742, age 13 years, classed at Lloyd's +, was at Madras harbour, description of cargo and number of crew not reported.

This vessel whilst lying in Madras harbour encountered heavy weather on the 27th November and parting her cable she grounded inside the harbour but floated off the next day with the assistance of the tug *Rescue* which was

sent from Calcutta. Her bottom was examined by a diver who found no damage.

174. **Futteh Karim.**—A British Indian dinghy, of Kurrachee, 29 tons register, no official number, age 2 years, not classed, bound from Kurrachee to Sirgunda and Cochin, with a cargo of paddy in bulk, valued at R1,200, and a crew of 6 men.

Collided with a fishing stake at midnight of the 30th November when near the Khanderi islands, Bombay coast, and having split a plank on the starboard side, two feet below the water line, she sprung a leak and necessitated a portion of her cargo being jettisoned. The value of the damage to the vessel is estimated at R5. The cargo lost is valued at R200. No life lost.

DECEMBER.

175. **Chandani.**—A British Indian muchwa, of Bassein, 5 tons register, official No. 2525, age 23 years, was anchored at Parshik, a sub-port of Thana, with a crew of 4 men, no cargo.

This vessel was riding at anchor at Parshik, in the Thana creek, Bombay coast but being overloaded with sand through carelessness she sank at 2 A.M. of the 1st December; but floated off again on the following day. No life lost.

176. **Kirkfield.**—A British screw steamer, of Glasgow, 2,290 tons register, official No. 106034, newly built, classed at Lloyd's 100 A.I., bound from Cardiff to Suez and Aden, with a cargo of coal, value not stated, and a crew of 29 men.

Grounded when in Lat. 12° 57′ N., Long. 43° 0′ 1″ E., Red sea, at 5-30 A.M. of the 1st December. The accident is attributed to a strong current setting the ship to westward. She settled down gradually and consequently sustained no damage. No loss of cargo. No life lost.

177. **Baburao.**—A British Indian vessel, of Rajpuri, 8 tons register, official No. 356, age 62 years, bound from Nigdi, a sub-port of Nagothna, to Bombay, with a cargo of firewood, valued at R72-8, and a crew of 6 men.

This vessel whilst on her way to Bombay struck on a sunken rock at the entrance of the Nigdi creek, Bombay coast, and sprung a leak at 10 A.M. of the 4th December and was otherwise damaged, value R50. No loss of cargo. No life lost.

178. **Sakharkhadi.**—A British Indian muchwa, of Panvel, 7 tons register, official No. 2971, age 38 years, bound from Nandala to Bombay, with a cargo of hay, valued at R80, and a crew of 6 men.

This vessel whilst on the voyage to Bombay had a side plank carried away through overloading the cargo. She filled with water and capsized at midnight of the 4th December when about 1½ miles from the Trombay barge, Bombay coast. Her cargo of hay was damaged to the extent of R20. No life lost.

179. **Kanderi.**—A British Indian padow, of Panvel, 12 tons register, official No. 3713, age not known, bound from Belapur to Thana, with a cargo of salt, valued at R1,092, and a crew of 5 men.

This vessel was moored alongside the Chandni bandar barge in the Thana creek, Bombay coast, at 11 P.M. of the 6th December. Being deeply loaded with salt she sank into the soft mud and when the tide rose she

was swamped and cargo to the amount of about R435-2 was lost. The vessel sustained no damage. No life lost.

180. **Sangar Balis.**—A British Indian muchwa, of Panvel, 8 tons register, official No. 3519, age 36 years, bound from Bhwindi to Bombay, with a cargo of hay.

181. **Lasmee.**—A British Indian muchwa, of Thana, 9 tons register, official No. 6085, age 29 years, bound from Bhwindi to Bombay, with a cargo of hay.

These two muchwas were lashed together and between them had a cargo of hay valued at R140, and a crew of 7 men. At 3 A.M. of the 7th December when passing through a very narrow part of the Thana creek, between the Kulwa and G. I. P. Railway bridges, Bombay coast, under charge of a native pilot, the vessel was carried by the force of the current, drifted on to a rock and sprang a leak. The boats separated and the hay falling into the water was entirely lost. No life lost.

182. **Macheri.**—A Native craft, of Bhavnagar, 94 tons register, official No. 487, age 66 years, bound from Sonai to Bhavnagar with a cargo of hay, valued at R90, and a crew of 4 men.

Stranded on a rock near the village of Kotda, gulf of Cambay, and sprang a leak. She filled rapidly with water and settled down at 7 P.M. of the 17th December. After the tide receded she was repaired and taken to her destination. The damage sustained by the vessel is estimated at R7. The cargo lost is valued at R30 and the cargo damaged at R10. No life lost.

183. **Kut Sang.**—A British screw steamer, of London, 1,481 tons register, official No. 84112, age 15 years, bound from Calcutta to Penang and Hongkong, with a general cargo.

Collided with the Rivers Steam Navigation Company's inland steamer *Cashmere* at Garden Reach, river Hooghly, as she was dropping down in charge of an Assistant Harbour Master on the 18th December, whilst the *Cashmere* with the flat *Darband* on the port side was proceeding down on the ebb. The accident was unavoidable. The damage sustained was trifling, *viz.*, one small stanchion broken. The *Darband* had the edges of 2 or 3 sheets of corrugated iron on the roof turned. No loss of cargo. No life lost.

184. **Labhasavai.**—A Native craft, of Porbandar, 11 tons register, official No. 176, age about 20 years, classed as a padow, bound from Porbandar to Cutch Mandvi, with a cargo of sticks and blinds of the value of R410 and a crew of 6 men.

Collided with a dinghy at 4 A.M. of 21st December between Visawada and Miani, Kathiawar coast. The accident is attributed to the dinghy not exhibiting lights. The padow was capsized and lost her poles, oars, ropes, etc., value estimated at R75, besides cargo to the amount of R375. No life lost.

185. **Coconada.**—A British screw steamer, of Glasgow, 547 tons register, official No. 67995, age 24 years, classed at Lloyd's +, bound from Mergui to Tavoy and Rangoon, with a general cargo, 72 passengers, 3 servants, and crew of 61 men.

Grounded at the Devil's hole, abreast of the Red beacon, Rangoon river, at 5-30 A.M. of the 25th December, owing to a thick fog which came on

suddenly while the vessel was in the act of turning under pilotage charge. She remained aground until the evening of the 27th idem. No damage reported. No life lost.

A Court of Inquiry held to investigate the cause of the grounding were of opinion that the Pilot should have slowed down before he did, and that apparently he did not make sufficient allowance for the strong flood tide andfor the bend of the river in front of him. But taking all the circumstances of the case into consideration they were of opinion that the Pilot was not to blame.

186. **Kangra.**—A British screw steamer, of Glasgow, 1,478 tons register, official No. 84287, age 16 years, classed at Lloyd's +, bound from Rangoon to Bombay, with a cargo of rice, value not reported, and a crew of 74 men.

Grounded on Hastings bar, Monkey Point channel, Rangoon river, at 5-40 P.M. of the 25th December. The accident was due to the vessel not answering her helm. She remained aground for an hour and a quarter; but sustained no damage; no loss of cargo; no life lost.

187. **Ethiopia.**—A British iron screw steamer, of Glasgow, 1,302 tons register, official No. 68120, age 22 years, classed at Lloyd's +, bound from Calcutta to Rangoon, with a general cargo, value not stated, 11 first class, 10 second class, 458 deck passengers, and a crew of 81 men.

Stranded above Devil's hole, Rangoon river, at 5-10 A.M. of the 26th December, owing to hazy weather, whilst the vessel was proceeding up under pilotage charge. She sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry held under sections 6 and 7 of the Indian Merchant Shipping Act V of 1883, and Burma Pilots Act XII of 1883, to investigate the circumstances were of opinion that the Pilot committed an error of judgment in not being aware of the position of the *Ethiopia* and consequently ran her ashore.

188. **Clan Ross.**—A British screw steamer, of Glasgow, 1,664 tons register, official No. 104539, age 2 years, classed at Lloyd's 100 A. I., bound from Glasgow to Vizagapatam and Calcutta, with a cargo of manganese ore and indigo, value not stated, and a crew of 54 men.

Grounded at No. 1 Track, Eastern gut, off Hooghly Point, as she was proceeding up under pilotage charge at 10-40 A.M. of the 30th December. She remained aground for 8 hours, but sustained no damage. She got off on the following tide without assistance. No loss of cargo. No life lost. The accident is attributed to insufficiency of water in the channel.

189. **Bhawani.**—A British Indian mahagiri, of Thana, 20 tons register, official No. 6611, age 11 years, bound from Kalyan to Bombay, with a cargo of cotton seeds, valued at R750, and a crew of 6 men.

Stranded at midnight of the 30th December on a rock in the Thana creek, Bombay coast, between the Kulwa and the G. I. P. Railway bridges. The vessel was passing through a very narrow portion of the creek under charge of a native Pilot when the force of the wind drifted her on to the rock. On the tide rising she floated off again, after all the cargo had been transhipped into another vessel. The damage to the vessel is estimated at R1. The cargo was damaged to the extent of R37-8-0. No life lost.

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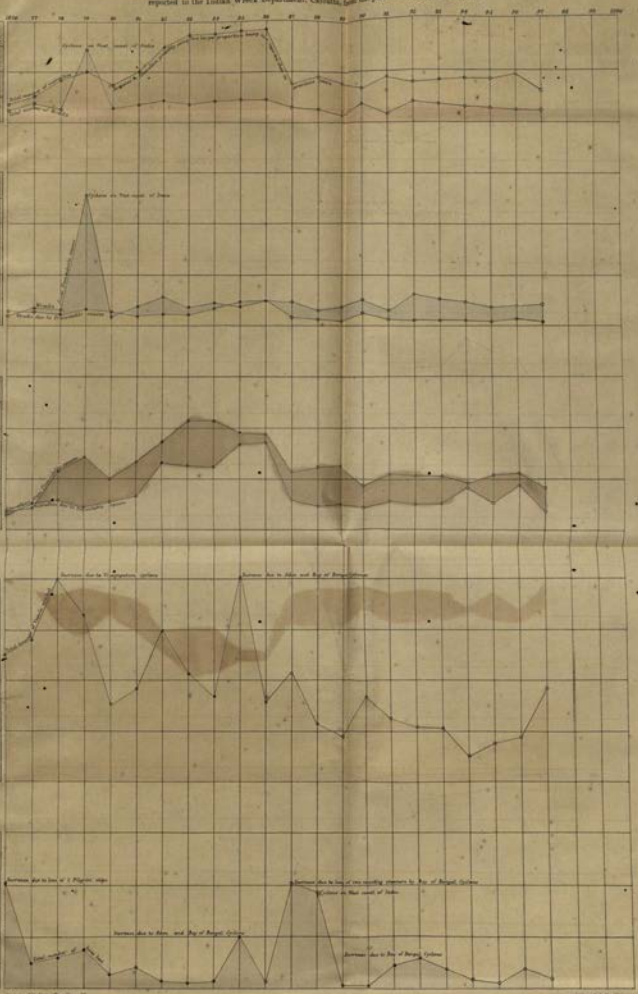
G. I. C. P. O.—No. 1 P. O.—17-12-97.—180.

WRECK CHART
INDIAN OCEAN
SUEZ TO PENANG
INCLUDING ZEEDIAS AND MAURITIUS
REFERENCES
HINDOSTAN
ARABIA
AFRICA
MADAGASCAR

DIAGRAM

Showing Comparative Numbers of Maritime Wrecks and Casualties, Total Tonnage, and the Number of Lives Lost; reported to the Indian Wreck Department, Calcutta, from the year 1876 to 1897 inclusive.


Casualties on West coast of India
Casualties on East coast of India
Wrecks on West coast of India
Wrecks on East coast of India
Total Tonnage
Number of Lives Lost
Casualties due to Cyclones, Gales
Casualties due to Gales and Bay of Bengal Cyclones
Casualties due to loss of 1 Pilgrim ships
Casualties due to loss of two travelling steamers by Bay of Bengal Cyclones
Casualties on West coast of India
Casualties due to Gales and Bay of Bengal Cyclones
Casualties due to Bay of Bengal Cyclones

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE, ETC.

COMMERCE AND TRADE—CASUALTIES.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1897,

TOGETHER WITH A CHART SHOWING THE POSITIONS IN WHICH THEY OCCURRED, AND A DIAGRAM SHOWING COMPARATIVE NUMBERS OF THE REPORTED MARITIME CASUALTIES, ETC., THE TOTAL TONNAGE, AND THE NUMBER OF LIVES LOST, FOR THE PAST TWENTY-ONE YEARS.

PREPARED BY

P. J. FALLE, COMMANDER, R.I.M.,

PORT OFFICER AND REGISTRAR OF WRECKS.

CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1898.

CALCUTTA :
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING INDIA.
8, HASTINGS STREET.

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REVIEW.

THE year 1897 shows a remarkably small number of reported maritime wrecks and casualties in Indian waters. About twenty years ago, *viz.*, in 1877, the number was 163, and since then it has steadily kept on increasing till it reached the high figure of four hundred in 1883, and then it gradually diminished to two hundred, until this year when it has come down again to 177. But though the number is small, the total tonnage lost is comparatively much greater than it has been ten years previously, owing, as will be seen, to the wreck of several British and Foreign vessels of heavy tonnage. The number of lives lost is calculated at 96, which, though comparatively small, is not so as in 1890, when the number reported was only 22; and it is chiefly owing to the wreck of the *Aden* on the east coast of Socotra in the Arabian sea, and the *Sultan* in the same locality that this high figure is shown.

The wrecks include 10 British and Foreign vessels, 38 British Indian vessels and 9 Native craft; and the casualties comprise 60 British and Foreign vessels, 51 British Indian vessels and 9 Native craft.

Of the total wrecks and casualties there were 31 collisions, 10 founderings, 26 groundings, 58 stranding, and 52 miscellaneous cases.

The total of "General localities" in which these wrecks and casualties occurred shows that the largest number, *viz.*, 75, occurred on the Bombay and Kathiawar coasts, and the gulf of Cambay; whilst the Hooghly river shows only 19 this year, and the Chittagong and Orissa coasts 18. In the Madras Presidency there were 12 on the Malabar coast. In Burma there were 10. The remainder occurred on various other coasts of India.

The following analyses show (A) the causes to which the reported maritime disasters are attributed; (B) the general localities in which the reported maritime wrecks and casualties occurred; (C) the number of reported maritime wrecks and casualties in Indian waters in each month of the year 1897, the total tonnage of vessels wrecked and the number of lives lost; (D) a comparative statement of the reported number of maritime wrecks and casualties recorded in the Indian Wreck Department from the years 1879 to 1897 inclusive, showing respectively British and Foreign vessels, British Indian vessels and Native craft; and (E) the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost, during the years 1865 to 1897 inclusive.

A.—*Causes to which the reported maritime disasters may be attributed.*

| | Collisions. | | | | | | | | | | | | | | | | | | | | Foundering. | | | | Groundings. | | | | | | | | | | | | Strandings. | | | | Miscellaneous. | | | | | | | | | | | | | | | | | | |

B.—General localities in which the maritime Wrecks and Casualties occurred.

	Aden, gulf of.	Africa, east coast.	Arabian sea.	Bengal, bay of.	Bombay coast.	Burma do.	Burrisal river.	Camilay, gulf of.	Ceylon coast.	Chittagong do.	Coromandel do.	Hooghly river.	Indian ocean.	Kathiawar coast.	Malabar do.	Manar, gulf of.	Megna river.	Mergui archipelago.	Oman, gulf of.	Orissa coast.	Persian gulf.	Red sea.	Suez, gulf of.	Sund coast.	Total.
Wrecks.																									
British and Foreign	1	...	2	...	...	1	...	1	...	...	...	2	...	1	...	...	1	...	...	...	1	...	...	...	10
British Indian and Native craft	...	...	...	1	11	...	...	7	2	10	...	...	...	2	6	...	...	1	1	1	...	...	...	5	47
Casualties.																									
British and Foreign	1	2	1	2	3	9	...	...	2	5	1	17	3	...	1	...	...	...	...	...	1	8	2	2	60
British Indian and Native craft	...	...	1	3	27	1	...	5	3	1	...	...	...	10	5	1	...	1	1	...	1	...	...	4	60
Grand Total	2	2	4	6	41	10	1	12	5	16	1	19	3	13	12	1	1	1	1	1	2	8	2	11	177

C.—A Statement showing the number of reported maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost in each month of the year 1897.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks	6	8	5	5	6	2	1	4	2	10	4	4	57
Do. Casualties	10	17	3	7	15	8	7	6	13	10	8	16	120
Total tonnage of vessels wrecked	4,757	2,795	221	298	213	4,551	847	943	126	975	2,445	343	18,514
Number of lives lost	...	...	...	1	1	88	2	1	...	...	3	...	96

D.—Comparative Statement of the reported number of maritime Wrecks and Casualties recorded in the Indian Wreck Department from the years 1879 to 1897 inclusive showing respectively British and Foreign vessels, British Indian vessels and Native craft.

Year.	Wrecks.							Casualties.						
	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.	British and Foreign vessels.		British Indian vessels.		Native craft.		Total.
	Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.		Unavoidable.	Preventable.	Unavoidable.	Preventable.	Unavoidable.	Preventable.	
1879	11	17	176	18	68	5	289	76	35	58	10	11	2	192
1880	2	11	15	12	7	3	50	90	47	9	5	4	1	156
1881	6	9	28	9	8	3	63	97	49	29	14	5	2	196
1882	9	18	39	6	13	5	90	119	98	45	33	8	...	303
1883	5	10	22	10	12	6	65	148	88	57	29	9	5	336
1884	6	7	26	22	11	7	79	153	83	50	34	14	5	339
1885	12	24	19	14	12	6	87	155	135	25	29	10	4	358
1886	4	10	30	24	11	12	91	129	130	37	31	16	8	351
1887	9	9	21	5	19	5	68	51	43	41	47	14	4	160
1888	3	8	8	7	16	6	48	72	33	39	11	35	...	190
1889	5	3	22	2	10	1	43	80	40	36	7	10	1	74
1890	10	11	28	14	9	1	73	65	41	23	7	5	...	141
1891	7	5	16	2	6	3	39	67	71	45	4	3	2	192
1892	3	3	30	5	31	...	72	36	48	42	3	29	...	158
1893	6	4	36	6	9	...	61	46	54	48	4	9	1	62
1894	2	2	39	5	5	2	55	31	64	55	15	11	3	179
1895	4	3	28	9	5	...	49	48	35	55	17	6	1	163
1896	3	3	23	9	16	...	54	38	64	42	20	22	3	189
1897	4	6	34	4	9	...	57	33	27	43	8	9	...	120

E.—Comparative Statement showing the reported number of maritime Wrecks and Casualties in Indian waters, the total tonnage of vessels wrecked, and the number of lives lost during the years 1865 to 1897 inclusive.

Year.	Number of wrecks and casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,804	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	95	Does not include the 900 pilgrims lost in the *Hydree*, and 428 in the *Jorad*, both wrecked in the Red Sea, nor the Master and crew of both these vessels.
1877	163	26,847	142	Not including the Master and crew of the *Anadne* and the *Coda Bux*, supposed to have foundered.
1878	228	35,873	131	Not including the Master and crew of the *Lady Rawlinson*, supposed to have foundered; and also of the *Futtal Kurrim*, *Futtay Rassack*, *Lady Amherst*, and *William Stevenson*. The tonnage of the *Queenstown*, *City of Palaces*, *Futtal Kurrim*, *Futtay Rassack*, *Lady Amherst*, and *William Stephenson* was not reported and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	205	15,652	120	
1881	259	17,814	186	Does not include the missing ship *Nebo*.
1882	393	29,272	155	
1883	401	21,760	62	
1884	418	17,109	78	
1885	445	41,252	515	
1886	442	15,402	105	
1887	228	20,022	1,016	Does not include the number of lives supposed to be lost in the *Lamport*.
1888	238	11,739	917	Not including the tonnage of one British Indian and two Native craft which were not given.
1889	217	9,629	35	
1890	214	16,973	22	
1891	231	12,068	240	
1892	230	10,410	272	
1893	223	12,428	170	
1894	234	5,180	81	
1895	212	7,982	63	
1896	241	8,147	168	
1897	177	18,141	96	

From the foregoing it will be seen that during the past 33 years, 1865 to 1897 inclusive the annual average number of the reported wrecks and casualties in Indian waters has been 197; the average total tonnage lost was 18,291, and the average number of lives lost 170.

A diagram showing the reported number of maritime wrecks and casualties in Indian waters, the total tonnage of vessels wrecked and the number of lives lost from the years 1876 to 1897 inclusive, is also appended to the Return.

INDIAN WRECK DEPARTMENT,
PORT OFFICE;
Calcutta, 27th June 1898.

P. J. FALLE, *Commander, R.I.M.*,
Port Officer and Registrar of Wrecks.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Savai Salamati*	British Indian pattimar	238	Jaygad	Beypore	Wood and bamboo blinds, value R2,430
2	*Khedive*	British screw steamer	2,132	Bombay	Porbandar	No cargo
3	*Yeshwanty*	British Indian muchwa	6	Ratnagiri	Jaygad and Kundapore.	Do.
4	*City of Canterbury*	British screw steamer	2,242	Glasgow	Liverpool and Calcutta.	General, value unknown
5	*Rampuzia*	Native craft	33	Mundra	Ketibandar	No cargo
6	*Fateh Salamut*	British Indian ganjo	106	Ghodabarco	Bombay and Jamnagar.	Iron rails, value R9,400
7	*Asama*	British screw steamer	2,450	Colombo	Rangoon and London.	Rice, value not reported
8	*Labsavoy*	British Indian padow	46	Calicut	Bahapatam and Cochin.	Timber, value R880
9	*Alert*	Do. do. wooden schooner.	85	Akyab	Chittagong	Paddy, value R7,500
10	*Virstar*	Do. do. batel	55	Bhavnagar	Bombay	No cargo
11	*Alimadat*	British Indian muchwa	29	Kundapore	Vengula and Malwan.	Paddy, value R1,680, rice, value R1,680
12	*Boat No. 295*	Native craft	40	Calcutta	Chandbally	Kerosine oil, value R4,225. Gunnies, value R240.
13	*Daria Doulat*	British Indian hodi	55	At anchor in the	...	No cargo
14	*Eshwanti*	Do. do.	35	Dhabol creek		
15	*Harshringar*	Native craft	56	Dhabol	Cutch Mandvi	Jaggery, value R8,560
16	*Salamati*	British Indian muchwa	8	Mandad	Varoda	Salted fish, value R28
17	*Vittal Prasad*	Native craft	118	Bombay	Cochin and Cutch	Teakwood logs valued at R1,181
18	*Sadashar*	Do. do.	27	Kurrachee	Jub Jungle	No cargo
19	*Fatteh-el-Mayn*	Arabian buggalow	12	Aden	Perim	Do.
20	*Lohit*	British Inland steamer	150	Goalundo	Chandpur and Narainguage.	General, value not stated
21	*Lakhmiprasad*	British Indian kotia	57	Veraval	Keti bandar	In ballast
22	*Ganeshprasad*	Do. padow	43	Bhaynagar	Whittle bandar	Timber, valued at R640
23	*Ruparel*	Native craft	28	Bombay	Cambay	Kerosine oil, value R2,400 and sundry goods, value R1,153.
24	*Yeshwanty*	British Indian muchwa	20	Do.	Mora and Tellicherry.	Salt, value R4,536
25	*Alimadath*	Native craft	81	Mongrol	Karanja and Mombom.	Salt, value unknown
26	*Yeshwanty*	British Indian muchwa	20	Ratnagiri	Uran and Tellicherry.	Salt, value R4,536
27	*Sakri Salamathy*	Do. do.	4	Malwan	Achra and Vizidurg.	Tiles, value R14
28	*Ramprasad*	Do. padow	14	Cambay	Bilimora	Tobacco, value R1,100
29	*Labhsavoi*	Do. do.	44	Cochin	Bhavnagar	Timber, bamboo blinds, value not reported.
30	*Ramprasad*	Do. do.	50	Bhavnagar	Matvad	No cargo
31	*Sultan*	British screw steamer	2,034	Jeddah	Aden and Calcutta.	Salt, value not reported
32	*Aden*	Do. do.	2,517	Colombo	London	Tea, value not reported
33	*Overdale*	Do. iron barque	847	Calcutta	Talcaheano	Gunny bags, value £13,000
34	*Naranprasad*	Do. Indian padow	26	Mahuva	Surat	In ballast
35	*Kori*	Do. inland steamer	425	Calcutta	Burrisal and Serajgunge.	Kerosine oil, value R4,000

Waters during the year 1897.

Cargo lost or saved.	Date of wreck.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
Partially lost . .	January 3rd .	On a rock west of Cootee reef buoy.	Bombay coast . .	Foundering.—Error of the Tindal . .	None lost.
.....	Do. 11th .	Off the mouth of the Porbandar creek.	Kathiawar do. . .	Stranding.—Error of the Master . .	Do.
.....	Do. 16th .	At Kadi near the mouth of the Kundagore river.	Bombay do. . .	Do. —Heavy weather . .	Do.
Totally lost . .	Do. 17th .	No. 1 Track Eastern Gut	Hooghly river . .	Grounding.—Alteration of the channel	Do.
.....	Do. 20th .	Near the Toorsian mouth of the Indus river.	Sind coast . .	Do. Tides and currents . .	Do.
Partially lost . .	Do. 26th. .	Half a mile distant from the port of Navibandar.	Kathiawar coast .	Stranding.—Heavy weather . . .	Do.
Do. do. . .	February, 6th. .	On the Syriam flats Rangoon river.	Burma do. . .	Do. Error of the Pilot . .	Do.
Do. do. . .	Do. 7th. .	At Monumbuth near Palliport (Travancore State).	Malabar do. .	Do. Heavy weather . . .	Do.
All lost . . .	Do. do. .	On the rocks at St. Martin's island.	Chittagong do. .	Do. do. . . .	Do.
.....	Do. 13th .	Near the Piram light house.	Gulf of Cambay .	Sprung a leak.—Heavy weather . .	Do.
All lost . . .	Do. 15th .	Chaldea rock buoy, opposite Deobag . .	Bombay coast . .	Stranding.—Heavy weather . . .	Do.
Partially lost . .	Do. 16th	Near the mouth of the Panchpara river . .	Orissa do. . .	Do. do. . . .	Do.
.....	Do. 17th	In the Dhabol creek. .	Bombay do. . .	Collision with the *Shirawati*.—Tides and currents.	...
All lost . . .	March, 2nd .	On a sandbank on the bar of the Anjanvel creek .	Do do. . .	Stranding—Heavy weather . . .	None lost.
Do. . . .	Do. 3rd . .	Near the entrance of the Newra creek.	Bombay coast . .	Stranding.—Error of the Tindal .	Do.
None lost . .	Do. 9th .	In the port of Kasargod	Do. do. . .	Grounding.—Tides and currents . .	Do.
....	Do. do. .	At Ketibandar near the Sirsa mouth of the Indus river.	Sind do. . .	Do. Heavy weather . .	Do.
....	Do. 29th .	Murray point, Perim harbour.	Gulf of Aden . .	Foundering.—Error of the Nacoda .	Do.
Partly lost and partially damaged.	April, 3rd .	About 5 miles above Chandpur.	Megna river . .	Do. Heavy weather . .	1 life lost.
.....	Do. 5th .	Ketibandar near the mouth of the Indus river.	Sind coast . .	Stranding.—Tides and currents . .	None lost.
Partially lost . .	Do. 16th .	About 3 miles off the mouth of the Whittlebandar creek.	Gulf of Cambay .	Do. do. . .	Do.
All lost . . .	Do. 23rd .	Near the Jambusar shoal.	Do. do. . .	Do. do. . .	Do.
Do . . .	Do. 26th .	About 44 miles off Mount Dilly.	Malabar coast . .	Foundering.—Heavy weather . .	Do.
Partially lost . .	May 6th .	On the beach, south of the Cochin light-house.	Do. do. . .	Stranding.— do. . .	Do.
All lost . . .	Do. do. .	Near Mount Dilly . .	Malabar do. . .	Foundering.—Heavy weather . .	Do.
Do. . . .	Do. 16th .	At the entrance of the Achra creek.	Bombay do. . .	Stranding— do. . . .	Do.
Do. . . .	Do. 19th .	Opposite the Dehgam bandar.	Gulf of Cambay .	Do. do. . . .	Do.
Partially lost . . .	Do. 18th .	On a shoal about 3 miles south of Dehej bandar.	Do. do. .	Do. do. . . .	Do.
.....	Do. 20th .	Near Pinjrat . . .	Do. do. .	Do. do. . . .	Do.
All lost . . .	June 8th .	After passing Socotra Lat. 11°37′ N., Long. 57° 42′. E.	Arabian sea . .	Foundering.—Heavy weather . .	10 lives lost.
Do. . . .	Do. 9th .	On a reef on the east of Socotra.	Do. . .	Stranding.—Tides and currents . .	78 do.
Do. . . .	July 3rd .	Westward of No. 5 Track.	Hooghly river . .	Collision with the *Pundua*.—Error of the Master.	1 life do.
...	August 5th .	30 miles off Tithal . .	Gulf of Cambay .	Sprung a leak.—Heavy weather . .	None lost.
All lost . . .	Do. 13th .	At Fultalla . . .	Burrisal river . .	Collision with the *Starling*.—Narrowness of the channel.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
36	*Queen of England*	British wooden barque	461	Negapatam	Katchall island and Bompoka.	Cocoanuts and piece goods value not reported
37	*Eshwanti*	British Indian bodi	31	Murud	Dabhol	No cargo
38	*Dangi Karamsai*	Native craft	30	Kurrachee	Mundra and Bombay.	No cargo
39	*Sakrie*	British Indian batel	96	Do.	Busra	Charcoal, value unknown
40	*Clyde*	Do. do. wooden schooner.	116	Chittagong	Narraingunge	Not reported
41	*Aden*	British Indian wooden schooner.	59	Do.	Do.	No cargo
42	*Ramaswamy*	Do. do.	118	Do.	Do.	Do.
43	*Oung Ban*	Do. do.	70	Do.	Do.	Do.
44	*Ranganaikuloo*	Do. do. brig.	129	Cocanada	Do.	Loose jute, value not stated
45	*Fawn*	Do. do.	133	Chittagong	Do.	In ballast
46	*Andiuassenoo*	British Indian wooden schooner.	76	Do.	Do.	No cargo
47	*Amanatur Rahaman*	Do. do. brig.	120	Narraingunge	Chittagong	Jute, value R10,499
48	*Amanath Shah*	Do. do. schooner.	92	Do.	Do.	Do., value R19,500
49	*Ramprasad*	British Indian muchwa	62	Trombay	Calicut and Calcutta.	Tiles, value R710
50	*Soogarpussa*	Do. do. ganja.	69	Cutch-Mandvi	Busra	Dates, valued at R5,000
51	*Fateh Kher*	Native craft	70	Veraval	Kurrachee	Gunny bags, etc., value not stated
52	*Edenmoor*	British screw steamer	2,000	Batoum	Port Said and Kurrachee.	Petroleum, value not stated
53	*Amanath Ruhamin*	British Indian wooden barque.	306	Colombo	Cochin and Bombay.	Cocoanut oil, coir rope and coir yarn, value R15,000.
54	*Hameed*	Do do. dhoney.	30	At Colombo	harbour.	Areca nuts and gunny bags, value not stated.
55	*Arawalatha Amay*	British Indian schooner	115	Tuticorin	Colombo	General, value not stated
56	*Khalareyah*	Do. do. wooden schooner.	45	Moulmein	Tavoy	No cargo
57	*Sawai Yeshwanti*	British Indian pattimar	153	At Jaygad.		Junglewood logs, value R1,216

Waters during the year 1897—concluded.

Cargo lost or saved.	Date of wreck.	Position of wreck and name of shoal, etc.,	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
All lost . . .	August 25th .	Between the islands of Bompoka and Teressa, Nicobar group.	Bay of Bengal .	Stranding.—Heavy weather . . .	None lost.
...	Do. 29th .	Two miles from the Kothara beach.	Bombay coast .	Capsized.—Tides and currents . .	1 life lost.
...	September 13th .	At Utada in the Navibandar State.	Kathiawar coast .	Foundering.—Heavy weather . .	None lost.
All lost . . .	Do. 20th .	Off Koo Mobarruck between Jask and Bundar Abass.	Gulf of Oman .	Stranding.—Tides and currents . .	Do.
...	October 24th .	At Khatalhally in the Kurnafully river.	Chittagong coast .	Capsized.—Cyclone	Do.
...	Do. do. .	Do. do.	Do. do. .	Do. do.	Do.
...	Do. do. .	Do. do. .	Do. do. .	Do. do.	Do.
...	Do. do. .	Do. do. .	Do. do. .	Do. do.	Do.
Partially lost . .	Do. do. .	Near Moiskhally in the Kurnafully river.	Do. do. .	Do. do.	Do.
...	Do. do. .	Near Danakhally in the Kurnafully river.	Do. do. .	Do. do.	Do.
...	Do. do. .	At Danakhally in the Kurnafully river.	Do. do. .	Do. do.	Do.
All lost . . .	Do. do. .	In the Kurnafully river .	Do. do. .	Foundering.—Do.	Do.
Do. .	Do. do. .	Near Sundeep . .	Do. do. .	Grounding.—Do.	Do.
Partially lost . .	Do. 28th .	On a patch of rock on the Kalai river bar.	Bombay do. .	Foundering.—Error of the Tindal .	Do.
All lost . . .	November 18th .	Off Janjira . . .	Do. do. .	Stranding.—Tides and currents . .	Do.
Partially lost .	Do. 22nd .	On a rock near Dari .	Sind do. .	Do. do.	Do.
All lost . . .	Do. 25th .	Six miles S. S. E. of Jabel Tier.	Red sea . . .	Fire.—Accidental	Do.
Do. . .	Do. 29th .	Twelve miles off Pigeon island.	Malabar coast . .	Collision with the *Nawab*.—Not exhibiting light.	3 lives lost.
Partially lost . .	December, 15th .	Near Cochikhode Colombo harbour.	Ceylon do. . .	Collision with the *Arawalathee Amay*.—Tides and currents.	None lost.
Do. damaged .	Do. do. .	Do. do.	Do. do. . .	Collision with the *Hameed*.—Tides and currents.	Do.
...	Do. 22nd .	Lat. 12° 30′ N., Long. 97° 55′ E.	Mergui Archipelago .	Foundering.—Heavy weather . .	Do.
None lost . . .	Do. 26th .	Off the mouth of the Kottakhal river.	Malabar coast . .	Capsized.—Tides and currents . .	Do.

NOTES TO ACCOMPANY THE WRECK STATEMENT FOR 1897.

JANUARY.

1. **Savai Salamati.**—A British Indian pattimar, 238 tons register, official No. 11640, age 8 years, not classed, bound from Jaygad to Beypore and Bombay, with a cargo of wood and bamboo blinds, valued at R2,430; and a crew of 30 men.

Foundered on a patch of rock west of Cootee reef buoy, Bombay coast, at 2 P.M. of the 3rd January, owing to an error of the Tindal in sailing too close to the shore. The cargo was partially lost, value not stated. The value of the vessel is estimated at R10,000. No life lost.

2. **Khedive.**—A British screw steamer, of Greenock, 2,132 tons register, official No. 65565, age 26 years, bound from Bombay to Porbandar, with 25 European and 250 native passengers, and a crew of 105 men; no cargo.

Stranded off the mouth of the Porbandar creek, Kathiawar coast, at 2-30 P.M. of the 11th January. All went well up to noon of that day when the ship's position was fixed at latitude 21° 20′ N., longitude 69° 43½′ E., Porbandar bearing N. N. W., distant 22 miles. The course was set N. N. W. with an allowance of 1½° for easterly deviation. The land was in sight at a distance of about 10 miles and the ship was proceeding at about 10 or 11 knots an hour. At 2-5 P.M., warning was sent to the engine room to stand by. At about 2-25 P.M., half speed was ordered. Up to this time the engines had been going full speed ahead. At 2-30 the engines were again ordered to go full speed ahead; at 2-35 half speed, at 2-36 slow, and at 2-38 stop. At 2-39 they were moved slow ahead, and within a minute came the order "full-speed astern," without any intermediate order to "stop." Just after the order to the engines to go full speed astern, the Captain ordered the starboard anchor to be let go, which was instantly done; and the ship struck almost immediately after these orders were carried out. The position of the ship when she stranded was at a distance of about three-quarters of a mile from the shore. After the ship struck her boats were got ready. She was lightened in every possible way, anchors were laid out astern, the most favourable and possible direction in which to bring the ship off was carefully ascertained by soundings, and at high tide of the night following efforts were made by reversing the engines full speed, and heaving on the anchors to drag the ship off the ground. At that time the ship was making no water; and it appeared that the efforts to release her would be successful, when, at the critical moment, the cables carried away, and the vessel swung broadside on to the beach. Her position then appeared to be hopeless, and she is now a total wreck with the water rising and falling inside her with the tide.

A Court of Inquiry, held under Act V of 1883, to enquire into the circumstances connected with the stranding of the S. S. *Khedive* considered that the speed at which this vessel was moving at the time of stranding, and for a considerable period previous to that, was excessive. The ship was drawing 18 feet forward and 18 feet 6 inches aft; that for a distance of very nearly three-quar-

ters of a mile from the land, there were very few spots where there were more than two fathoms of water. The Captain apparently was aware of the necessity for watching the depth of water, for he had the lead going constantly for at least two hours, and he must have known that he was getting into dangerously shallow water, and yet he continued to keep the engines going at full speed ahead till fifteen minutes before she struck and then after he had reduced the speed for five minutes, he increased again to full speed until four minutes before the ship struck. Under these circumstances the Court was of opinion that in approaching the land at such an excessive rate of speed, the Captain was guilty of a wrongful act, and that wrongful act was the cause of the casualty. If the Captain was physically incapacitated from attending to his duties upon this occasion there was no evidence whatever to support such a supposition. They were unable to find any other excuse which could be urged on behalf of the Captain. They therefore felt bound to pronounce the opinion that in running the "*Khedive*" ashore at Porbandar in broad daylight, he was guilty of gross carelessness and incompetency, and they accordingly ordered that his certificate be suspended for two years. In the event of the Captain being considered physically and mentally competent to carry out the duties of Chief Officer, the Court recommended that he should be granted a Chief Officer's certificate during the period of suspension of his own certificate.

3. **Yeshwanty.**—A British Indian muchwa, of Ratnagiri, 6 tons register, official No. 5319, age about 40 years, classed as a native craft, bound from Ratnagiri to Jaygad and Kundapore, with a crew of 4 men; no cargo.

Stranded at Kodi on the sea-shore near the mouth of the river at Kundapore at 7 P.M. of the 16th January. She was entering the bar on her flying jib at the beginning of high tide when she was driven ashore by the force of strong winds and totally wrecked. Attempts were made to rescue her but to no purpose. The value of the vessel is estimated at about R200. No life lost.

4. **City of Canterbury.**—A British screw steamer, of Glasgow, 2,242 tons register, official No. 71704, age 22 years, bound from Glasgow to Liverpool and Calcutta, with a general cargo, value unknown. Number of crew not stated.

Grounded in No. 1 Track, Eastern Gut, James and Mary's, Hooghly river, as she was proceeding up under pilotage charge at 11-50 A.M. of the 17th January. When passing through No. 1 Track the vessel gave a heavy roll and her helm at the time being half over to port caused her head to cant over to northward and she came to a stop. Her helm was put hard over to port as soon as it was felt she had taken the ground. Soundings were at once taken which gave 21 feet forward and aft, and 19 feet 6 inches abreast the engine room on the port side; the engines were then moved from full speed ahead to full speed astern, the helm being shifted amidships. During this manœuvre the vessel's head swung about two points each way, but she would not come off. When she was thoroughly grounded soundings were taken all round her at a time when the semaphore had fallen to 7 feet. Bearings were then taken, the black cask buoy being north about 300 feet; Hooghly point east south-east; No. 1 Track mark being slightly open on the port side. Shortly after she took the ground the high water ball went up. At high water the engines were stopped and the high pressure of steam allowed to run down and the wells sounded every half hour. The boats were lowered to the water's edge. At about 5 P.M., the bulkhead was seen to buckle, and shortly after 5 feet of water was reported in the engine room. On this the native crew and fireman were sent ashore in the boats;

and at about 6 P.M. when it was slack water, the Captain, the Pilot and officers left the vessel in two boats and anchored about 300 feet east of the vessel, where they remained till 1 A.M. on the 17th January, when it was again high water and it was thought that the vessel might then be got off. The Pilot, Captain, and officers then boarded the vessel which had then swung to the south-east, drifting considerably nearer to the black cask buoy. The tide had then risen 2 feet 6 inches higher than it did at the last high water. The decks of the vessel were then found to be awash, and the party returned to the boats at about 5-30 A. M., when the vessel was again boarded. It was then found that the hatches had burst open, and after consultation and inspection it was decided to abandon her. The vessel ultimately sank, value not stated. The cargo was totally lost except about 1,000 tons which were discharged previous to grounding. No life lost.

A Court of Inquiry was held under section 7, Act V of 1883 (The Indian Merchant Shipping Act, as amended by Act VI of 1891), for the purpose of making an investigation into the cause of the grounding and subsequent loss of the "*City of Canterbury*," and also so to inquire into the steps taken to detect the formation of "lumps" in the track in which the accident occurred, and to ascertain whether any wreck is known to exist there. After evidence had been taken on all these points, the Court came to the conclusion that the Pilot was in no way to blame; that all his orders were promptly carried out; that the crew were at their stations at the time of the accident, and that everything was done to avert the loss of life. They also considered that no wrecks are known to exist in the tracks in use in the Eastern Gut. Track No. O in which the *City of Canterbury* now lies is not used as a track. As regards the evidence adduced as to the mode of survey of these tracks in the Eastern Gut, and from thence to Nynan, they considered that, notwithstanding the fact that the Deputy Conservator of the river has done, and is still doing, all that he can possibly do in surveying that portion of the river with the staff he has under him, and recognizing his efficiency for the work he is engaged on, yet having regard to the deterioration of water known to have taken place at the time, and more especially lately, in the tracks in the Eastern Gut, it would be advisable to strengthen his hands by an additional number of leadsmen; thus making it possible for a thorough and searching survey to be made both in and around the several tracks in the Eastern Gut and Nynan at one time, *i. e.*, on the same tide. They further considered that at the time of the year when it may be expected that the bars are likely to be abnormal, it would be advisable that a resident European surveyor should always be in attendance to superintend the soundings taken. That although a steam launch may not be of use actually for the purpose of sounding from, it is decidedly needed, both to tow the boats from which the soundings are taken from place to place (thus making the question of the possibility of a full survey of all the tracks in the Eastern Gut and Nynan in one tide not entirely dependendable on a south wind, as stated to be the case at times by the Hooghly serang) and also for the purpose of carrying late and pressing information to shipping using or about to use these tracks. It would further be an advantage if some appliances for the assistance of vessels grounded on the bars, enabling anchors to be run out, were kept in readiness at Hooghly Point. The only other matter of importance arising out of this inquiry is, as to whether it is desirable to define in any way what is a "margin of safety" between a vessel and the bottom of the river

when crossing these tracks. This is a matter for which the Pilot alone is responsible, and that his responsibility is a question determinable by the existing law; but having regard to the vast importance of this matter to insurers and ship owners, and to the possible danger arising both to life and property, and having regard to the present state of the river, they have thought it right to draw the attention of the Government to the matter, though, at the same time, they think that, if it is considered necessary to legislate at all on the matter, it is for those directly interested so to do.

5. **Rampussa.**—A native craft, of Mundra, 33 tons register, official No. 486C., age 28 years, bound from Mundra to Keribandar, with a crew of 5 men; no cargo.

This vessel when near the Toorsian mouth of the Indus river, Sind coast, had her rudder broken owing to heavy seas, and she took the ground in shallow water at 5 P.M. of the 20th January and ultimately broke in pieces. The value of the vessel is estimated at R500. No life lost.

6. **Fateh Salamat.**—A British Indian ganjo of Kurrachee, 106 tons register, official No. 344, age 6 years, bound from Ghodabari to Bombay and Jamnagar, with a cargo of iron rails, valued at R9,400 and a crew of 8 men.

This vessel left Bombay on the 10th January and on the 19th idem she encountered a severe gale which drove her to a shoal about half a mile distant from the port of Navibandar, Kathiawar coast. She sprung a leak and ultimately filled with water and sank at 9 P.M. of the 26th January. The value of the vessel is estimated at R5,000. Cargo worth R300 was lost. No life lost.

FEBRUARY.

7. **Asama.**—A British screw steamer, of Liverpool, 2,450 tons register, official No. 93759, age 9 years, classed at Lloyd's 100 A.I., bound from Colombo to Rangoon and London, with a cargo of rice, value not reported; 3 passengers, and a crew of 64 men.

This vessel whilst proceeding down the river under pilotage charge collided with the Pazundaung buoy and stranded on the Syriam flats, Rangoon river, at 7 P. M. of the 6th February. Attempts were made to get the vessel off by working her ahead and astern, and when it was found that she could not be got off, orders were given to lower the boats, and to the Engineer to let his steam go back in case of an explosion. The passengers and some of the crew were then ordered in the boats. At about half past eleven, the main steam pipe valve on the boiler top gave out, probably caused by the vessel settling down on the bank. On ordering all hands on the fore deck and mustering them, there were 3 men found missing. The Engineers who were sent down to search found two men scalded and one dead. The two injured men were dressed and put into the boats. At about half past twelve when the vessel broke her back, all the hands were ordered into the boats; the Master, the Chief Officer, and the Pilot only remaining. When the steam cleared away, the dead man was brought on deck and placed on the after-deck. He was a Bombay man. When the vessel broke her back, the stern went down and the body floated away. The valve went about an hour and a half after the order was given to let the steam go back. Soundings were taken all round the vessel and entered in the Chief Officer's log-book. According

to the soundings the bottom appeared very even. The buoy is supposed to be under the vessel. Rockets were burnt during the night in the hope that a tug would come and render assistance, but none came. About two hours after the vessel had struck, the water had fallen five feet, and it is believed the vessel has settled in the mud. The vessel was heading about south-east when she struck. The value of the damage sustained by the vessel is not known. The cargo was partially lost. One life lost.

A special Court of Inquiry, held under Section 7 of the Indian Merchant Shipping Act (V of 1883), were of opinion that the Pilot has been guilty of gross negligence in the following instances, and is wholly responsible for the loss of S.S. *Asama*:—*First*, that he did not ascertain his position from the leading lights before passing the Pazundaung buoy. *Secondly*, that when he found himself so close to the Pazundaung buoy with a deep ship and one of the strongest tides of the year, he ought soon after to have recognised that the vessel was slow on her helm. *Thirdly*, when the Syriam buoy was reported on the starboard bow he ought at once to have gone full speed astern and let go both anchors. The evidence further showed that the Pilot took no precautions to ascertain his position, and that he did not realize where he was orhow the steamer was behaving, and appeared to be working by the rule of thumb.

8. **Labsavoy.**—A British Indian padow, of Surat, 46 tons register, no official number, age 40 years, not classed, bound from Calicut to Baliapatam and Cochin, with a cargo of timber, valued at R880, and a crew of 10 men.

Stranded at Monumbuth, near Palliport (Travancore State) at midnight of the 7th February. The vessel encountered strong winds and a southerly current, struck on the beach and became a total wreck before any measures could be taken to avoid the stranding. The value of the vessel is estimated at R2,000. The cargo was partially lost, value unknown. No life lost.

9. **Alert.**—A British Indian wooden schooner, of Chittagong, 86 tons register, official No. 2 of 1895, age 3 years, bound from Akyab to Chittagong, with a cargo of paddy, valued at R7,500, and a crew of 13 men.

Stranded on the rocks at St. Martin's island, Chittagong coast, at 3 P.M. of the 7th February. The vessel having met with high winds on her way from Akyab broke her mast, then dragging her anchor against the rocks she broke in pieces and was totally wrecked. The value of the vessel is estimated at R15,000. The whole of the cargo was lost. No life lost.

10. **Viresar.**—A British Indian batel, of Dwarka, 55 tons register, official number not known, classed as a country craft, bound from Bhavnagar to Bombay, with a crew of 9 men; no cargo.

Sprung a leak and sank during a heavy storm which she encountered near the Piram light-house, gulf of Cambay, at 4 A.M. of the 13th February. The value of the vessel is estimated at R1,500. No life lost.

11. **Alimadat.**—A British Indian muchwa, 29 tons register, official No. 3 of 1895, aged 3 years, classed as a country craft, bound from Kundapore to Vengurla and Malwan, with a cargo of paddy valued at R1,680 and rice valued at R168, and a crew of 8 men and 2 boys.

Stranded against a sunken rock near the Chaldea rock buoy, opposite Deobag, Bombay coast, in her endeavours to return to Vengurla, during a strong northerly wind. She was broken to pieces at 3 P.M. of the 15th February and the whole of the cargo was lost. No life lost. The value of the vessel is estimated at R1,000.

12. **Boat No. 295.**—A native craft, of Chandbally, 40 tons register, official number not given, age 5 years, bound from Calcutta to Chandbally, with a cargo of kerosine oil, valued at ₹4,225, forty bundles of gunnies, valued at ₹240; and a crew of 9 men.

Stranded near the mouth of the Panchpara river, Orissa coast, at 5 P. M. of the 16th February, owing to a strong north-easterly wind which stove in some of the inner planks as she lay at anchor in three fathoms, and filling with water she ultimately broke in pieces. The value of the vessel is estimated at ₹1,200. Her cargo was washed out and scattered over the beach. No life lost.

13-14. **Daria Dowlat** and **Eshwanti.**—Two British Indian bodies, of 55 and 35 tons, official Nos. 7679 and 8158, age 8 and 4 years, respectively; were at anchor in the Dabhol creek. No cargo. No crew.

These vessels, as they lay at anchor in the Dabhol creek, Bombay coast, were run into by the S. S. *Shirawati* and broken in pieces at 2-30 A. M. of the 17th February. The steamer coming out of the creek swerved a little out of the usual course owing to a strong ebb-tide and got among a row of tonies which had been moored in a line of nets extending half across the creek. There was no cargo; but 14 fishing nets and some cables and anchors valued at ₹700 were lost.

MARCH.

15. **Harshringar.**—A native craft, of Cutch, 56 tons register, official No. 2347, age not known, bound from Dabhol to Cutch Mandvi, with a cargo of jaggery valued at ₹8,560, and a crew of 7 men.

Stranded on a sand bank on the bar of the Anjanvel creek, Bombay coast, at 9 P. M. of the 2nd March. The vessel was trying to tack out of the creek in the face of a violent north-westerly wind, when she was driven on the sand bank, turned bottom up, and was dashed to pieces by the violence of the waves. The value of the vessel is estimated at ₹3,500. The whole of the cargo was lost. No life lost.

16. **Salamati.**—A British Indian muchwa, of Ratnagiri, 8 tons register, official No. 10803, age 20 years, classed as a country craft, bound from Mandad to Varoda, with a cargo of salted fish valued at ₹28, and a crew of 5 men.

Stranded near the entrance of the Newra creek, Bombay coast, at 10-30 P. M. of the 3rd March, owing to the Tindal having missed the right channel. She struck on the bar and was dashed to pieces. The value of the vessel is estimated at ₹150. The whole of the cargo was lost. No life lost.

17. **Vittal Prasad.**—A native craft, of Porbandar, 118 tons register, official No. 60 of 1889, age 10 years, bound from Bombay to Cochin and Cutch, with a cargo of teak-wood logs valued at ₹1,181, and a crew of 9 men.

Grounded at 4-0 P. M. of the 9th March close to the northern side of the bar of the port of Kasargod, Bombay coast, at about 50 yards from the shore. She leaned on one side and filled with water and sand and ultimately broke in pieces. The value of the vessel is estimated at ₹5,000. No loss of cargo. No life lost.

18. **Sadabhar.**—A native craft, of Kurrachee, 27 tons register, official No. 541 C., age 15 years, bound from Kurrachee to Jub Jungle, with 30 passengers and a crew of 7 men; no cargo.

Grounded at 4 P. M. of the 9th March at Keti bandar near the Sirsa mouth of the Indus river, Sind coast, owing to her having lost her rudder in bad weather, and was totally wrecked. No life lost.

19. **Fatteh-el-Mayn.**—An Arabian buggalow, 12 tons register, port of registry, official number and age not known, bound from Aden to Perim, with crew of 6 men ; no cargo.

Foundered in Murray point, Perim harbour, gulf of Aden, at 10-30 A. M. of the 29th March, owing to an error of the Nacoda in charge, and was totally lost. No life lost.

APRIL.

20. **Lohit.**—A British inland steamer, of Calcutta, 150 tons register, no official number bound from Goalundo, Chandpur, and Naraingunge, with a general cargo, value not stated ; about 150 passengers, and a crew of 25 men.

Foundered about 5 miles above Chandpur, near Mohishmari chur, river Megna, about 4 P.M. of the 3rd April. The vessel was caught by a heavy storm about an hour after she left Chandpur. It first commenced to blow from the north-west and then from the north-east. It then struck her on the starboard bow ripping up the *chapper* from about the sponsons, right aft, carrying away all the stanchions on that side. The wreckage was not blown clean away but hung over to port, causing the vessel to head over. She then heeled on one side and the water came over her deck and got into the engine-room and the vessel sank. The value of the vessel is not known. The cargo was partly lost and partially damaged. One life lost.

A Court of Inquiry held to investigate the circumstance attending the loss of the steamer "*Lohit*" were of opinion that the steamer sank by the consequences of a peculiarly fierce sudden gust of wind from a point at right angles to that at which the storm originally broke, and that neither the steamer, nor the Serang in charge can be blamed ; such storms being extremely local. The allegations that the steamer was top heavy and that an anchor was thrown out at the stern are contrary to the evidence and are incorrect.

21. **Lakhmipersad.**—A British Indian kotia, of Kathiawar, 57 tons register, official No. 537, age 22 years, bound from Veraval to Keti bandar, with a crew of 8 men ; no cargo.

Stranded at Keti bandar near the Toorsain mouth of the Indus river, Sind coast, at 11 P.M. of the 5th April. The rudder having been carried away, she became unmanageable, drifted ashore, and was wrecked. The value of the vessel is estimated at R2,000. No life lost. The vessel was in ballast.

22. **Ganeshprasad.**—A British Indian padow, 43 tons register, official No. 3888, age 37 years, classed as a country craft, bound from Bhavnagar to Whittle bandar (Dholera), with 75 pieces of timber, valued at R640, and a crew of 11 men.

Stranded about 3 miles off the mouth of the Whittle bandar creek, gulf of Cambay, at 2 P.M. of the 16th April, where she lay over on her side. She was then moored by means of ropes and an anchor, but on account of the force of the second tide the ropes gave way and the vessel was wrecked, and ultimately broke to pieces. The value of the vessel is estimated at R700. The cargo was partially lost, value R240. No life lost.

23. **Ruparel.**—A native craft, of Jaffrabad, 28 tons register, official No. 218, age 35 years, bound from Bombay to Cambay, with a cargo of kerosine oil, valued at R2,400, and sundry goods, valued at R1,153 ; and a crew of 6 men.

Stranded near the Jambusar shoal, gulf of Cambay, at 4 A.M. of the 23rd April. The vessel having gone on the shoal was upset by the tide and totally lost. The value of the vessel is estimated at R1,000. The whole of the cargo was lost. No life lost.

24. **Yeshwanty.**—A British Indian muchwa, of Ratnagiri, 20 tons register, official No. 10897, age 25 years, not classed, bound from Bombay to Mora and Tellicherry, with a cargo of salt, valued at R4,536, and a crew of 7 men.

Foundered about 14 miles off Mount Dilly, on the Malabar coast, about 1 A.M. of the 26th April. The vessel having encountered a southerly squall and a rough sea, had her rudder broken; and as her wash-boards also gave way she became unmanageable and eventually sank. The value of the vessel is estimated at R1,000. The whole of the cargo was lost. No life lost.

MAY.

25. **Alimadath.**—A native craft, of Mongrol, 81 tons register, no official number, age unknown, bound from Mongrol to Karanja and Monubum (Travancore State), with a cargo of salt, value unknown, and a crew of 8 men.

Stranded on the beach, south of the Cochin light-house, Malabar coast, at 4 A.M. of the 6th May. The vessel was discharging salt at Monubum in the Travancore State when she encountered bad weather, her anchors parted, the rudder was lost, and she drifted away to the southward and became a total loss. The value of the vessel is estimated at R12,000. The cargo was partially lost. No life lost.

26. **Yeshwanty.**—A British Indian muchwa, 20 tons register, official No. 10897, age 24 years, bound from Ratnagiri to Uran and Tellicherry, with a cargo of salt, valued at R4,536, and a crew of 7 men.

Foundered in 40 fathoms of water near Mount Dilly, on the Malabar coast, about 12 miles from the shore. The vessel had encountered stormy weather in the open sea and having lost her rudder on account of a heavy sea prevailing, she drifted away and eventually sank at 1 P.M. of the 6th May. The value of the vessel is estimated at R2,000. The whole of the cargo was lost. Three lives lost.

27. **Sakri Salamathy.**—A British Indian muchwa, of Viziadurg, 4 tons register, official No. 6634, age not known, bound from Chindar, a sub-port of Malwan, to Achra and Viziadurg, with a cargo of tiles, valued at R14, and a crew of 2 men.

The muchwa was coming out of the Achra creek, Bombay coast, when she encountered strong northerly winds which drove her ashore and broke her to pieces at 4 A.M. of the 16th May. The whole of the cargo was lost. No life lost. The value of the vessel is estimated at R100.

28. **Ramprasad.**—A British Indian padow, of Bulsar, 14 tons register, official No. 1747, age 37 years, classed as a country craft, bound from Cambay to Bilimora with a cargo of tobacco, valued at R1,100; and a crew of 7 men.

Stranded opposite the Dehgam bandar, gulf of Cambay, at 7 A. M. of the 17th May. The vessel was sailing from Cambay to Bilimora when she encountered a strong south-west wind and being carried out of her course, she struck on a rock, capsized, and was finally lost with all her cargo. The value of the vessel is estimated at R700. No life lost.

29. **Labhsavai.**—A British Indian padow, of Surat, 44 tons register, official No. 4224, age 36 years, classed as a country craft, bound from Cochin to Bhavnagar, with a cargo of timber and bamboo blinds, value not known, and a crew of 10 men.

Stranded on a shoal about 3 miles to the south of Dehej bandar, gulf of Cambay, between the mouths of the Dhadhar and Nerbudda rivers. The vessel which had anchored near Piram encountered a gale, and the Tindal having cut the cable, endeavoured to make for Bhavnagar under a small sail; but the tide and head wind brought her on the sand bank where she capsized and broke in pieces at noon of the 18th May. The value of the vessel is estimated at ₹3,000. Most of the cargo was lost. No life lost.

30. **Ramprasad.**—A British Indian padow, of Surat, 50 tons register, official No. 2144, age 34 years, classed as a country craft, bound from Bhavnagar to Matwad, with a crew of 11 men; no cargo.

Stranded on a sand bank, whilst anchored in ten fathoms of water near Pinjrat in Olpad, in the gulf of Cambay. The vessel having broken loose from her anchorage during a strong gale of wind struck on the bank at 2 A M. of the 20th May, capsized, and was finally lost. The value of the vessel is estimated at ₹1,300. No life lost.

JUNE.

31. **Sultan.**—A British screw steamer, of Bombay, 2,034 tons register, official No. 53532, age 23 years, classed at Lloyd's A.I., bound from Jeddah *viâ* Salief to Aden and Calcutta, with a cargo of salt, 60 passengers, and a crew of 75 men.

This vessel after passing Socotra at 10 P. M. of the 8th June was struck by very severe monsoon weather which stove in the engine skylights and main hatch, and she ultimately became a total loss with all her cargo in latitude 11° 37′ N., longitude 57° 42′ E. Arabian sea. The value of the vessel is not reported, 10 lives were lost. The steamer *Valetta* took off the crew and passengers and left the sinking vessel with her port decks under water.

32. **Aden.**—A British screw steamer, of Middlesbro' 2,517 tons register, Official No. 98775, age 5 years, bound from Colombo to London, with a cargo of tea, etc., value not reported, 31 passengers, and a crew of 92 men.

This vessel experienced a moderate to strong S. W. monsoon with considerable head seas and heavy swell between Bombay and Socotra and was wrecked off a reef on the east side of Socotra at 3 A. M. of the 9th June, latitude 12° 32′ N., longitude 54° 32′ E., Arabian sea. The Captain, various officers and crew were swept overboard and drowned, as also a good number of the passengers. The total number is calculated at 78. Of those saved were 9 passengers, 3 European and 33 native crew, total 45 persons. The survivors were rescued by the R. I. M. Steamer *Mayo*, which had been despatched from Aden for that purpose. The *Rohilla*, which was sent from Bombay by the owners, steered to the south and searched the ocean just out of the usual steamer track between Colombo and Aden. She reached Socotra on the 30th June and sighted the wreck on the reefs on the east side of the island. But owing to the violent gale raging at the time, she could not get near it. She then coasted round the island from west to east, but could find no trace of any of the missing persons. On returning to the scene of the wreck she was able to

get close up, and saw that the bow had been badly broken and that the decks had gone. The whole of the cargo was lost and the Commander considered that such of the cargo as still remained on board was worthless.

JULY.

33. **Overdale.**—A British iron barque, of Liverpool, 847 tons register, official No. 78744, age 20 years, classed at Lloyd's 100 A.I., bound from Calcutta to Talcahuano, with a cargo of gunny bags, valued at £13,000, and a crew of 17 men.

Collided with the steamer *Pundua* off Hooghly Point at 1 P. M. of the 3rd July. The *Overdale* was bound out in tow of the tug *Dalhousie*, whilst the *Pundua* was coming up Hooghly Bight; the speed of both vessels being at the rate of about 10 knots an hour. About this time the *Dalhousie* starboarded her helm and shaped her course across the tracks and across the hawsers of the *Pundua*; and although she succeeded in doing this, the *Overdale* was struck by the *Pundua* abreast the main rigging and sank almost immediately, slightly to the westward of No. 5 Track. The cargo was all lost. The crew of the *Overdale* were saved with the exception of a Norwegian sailor. The loss of this one life was attributable to the fact that the crew disobeyed the orders given to them to take to the rigging, but chose to jump overboard and swim to the boats which had been put off to their rescue. After jumping overboard the Norwegian was seen in the water and it is supposed he sank, not being able to swim. As the *Overdale* lay in shoal water with part of the deck out of the water, she was considered an obstruction to the channel and recommended to be blown up. The *Pundua* had her stem badly damaged above the water line. The tug sustained no damage, but both hawsers parted through the shock of the collision. The cargo was also damaged.

A Court of Enquiry held under section 7, Act V of 1883 (the Indian Merchant Shipping Act, as amended by Act VI of 1891), were of opinion that the Tug Master had misjudged the position of the *Pundua* and committed an error of judgment in starboarding his helm when he should and could have ported it and have safely passed on the port side. They, therefore, considered that he had committed a breach of Article 25 of the Rules of the Board of Trade, dated the 27th November 1896. They also found that he had committed a breach of Article 28 of the same Rules, in that he starboarded his helm when meeting in close proximity the S. S. *Pundua* without giving the necessary signal intimating his intention to go to port. They further found that he committed a wrongful act in altering his course, as stated, without instructions from his Pilot.

AUGUST.

34. **Naranprasad.**—A British Indian padow, of Surat, 26 tons register, official No. 4100, age 32 years, classed as a country craft, bound from Mahuva to Surat, in ballast, and a crew of 8 men.

Sprung a leak during a severe storm which she encountered when about 30 miles off Tithal, in the gulf of Cambay, and being driven ashore she broke up at 9 P.M. of the 5th August. The value of the vessel is estimated at R450. No life lost.

35. **Koel.**—A British iron inland steamer, of Calcutta, 425 tons register, no official number, was converted into a flat in 1891, bound from Calcutta to Buri-

sal and Serajgunge, with a cargo of kerosine oil, valued at R40,000, and a crew of 10 men.

The *Koel* was in tow of the *Shillong* with two other flats at Fultalla in the Burisal river, when the steamer *Starling* ran into the first named vessel and struck her near the galley, bursting the fire screen and causing the kerosine oil to take fire. The accident is attributed to the narrowness of the channel and shoal water. The *Starling* when close to the *Koel* would not answer her helm, although the engines were stopped and put full speed astern, but without effect. The vessel and cargo were totally lost at 3 P.M. of the 13th August, value not reported. No life lost.

36. **Queen of England.**—A British Indian wooden barque, of Bombay, 461 tons register, official No. 53540, age 33 years, bound from Negapatam to Katchall island and Bompoka, with a cargo of cocoanuts and piece goods, value not reported, 1 passenger, and a crew of 37 men.

Stranded at 3 P.M. of the 25th August, latitude 8° 15′ N., longitude 93° 9′ E. bay of Bengal, between the islands of Bompoka and Teressa, Nicobar group, during a north-westerly squall and a heavy sea. The two top-gallant masts were blown away, the foresail, two gibs, and spanker went afterwards, and ultimately the vessel was totally wrecked and all her cargo lost. The value of the vessel is estimated at R15,000, and that of the cargo R3,000. No life lost.

A Court of Inquiry held under Section 7, Indian Merchant Shipping Act, (V of 1883), were of opinion that there was nothing in the evidence upon which any charge of incompetency or misconduct could be framed against the Nacoda of the vessel. At the same time they considered that it would have been more discreet on the part of the Nacoda to have avoided going through a channel through which he had to steer north-west, with the wind blowing west-south-west, with no anchorage and only a mile wide, but as this course has, according to the evidence, been followed for the past 20 years, and the wreck was brought about by a sudden squall, and the Nacoda did all that could be done to save his ship, the Court did not consider that any blame for the wreck can be attached to him.

37. **Eshwanti.**—A British Indian hodi, of Dabhol, 31 tons register, official No. 7798, age 8 years, classed as a country craft, bound from Murud to Dabhol, with a crew of 1 man; no cargo.

Capsized in a strong wind and tide about 2 miles from the Kothara beach, Bombay coast, in the afternoon of the 29th August. The owner left Murud alone in the boat, and it is supposed it capsized soon after, and his body was washed ashore.

SEPTEMBER.

38. **Dangi Karamsai.**—A native craft, of Kurrachee, 30 tons register, official No. 13, age 25 years, bound from Kurrachee to Mundra and Bombay, with a crew of 6 men; no cargo.

Foundered at Utada, under the Navibandar State, Kathiawar coast, at 4 P. M. of the 13th September. The vessel had left Kurrachee and was on her way from Mundra to Bombay; but when she was 16 miles from Dwarka she encountered a severe storm and heavy sea which dashed against her and broke her to pieces. The value of the vessel is estimated at R400. No life lost.

39. **Sakrie.**—A British Indian batel, of Kurrachee, 96 tons register official No. 94C. of 1838, age 28 years, bound from Kurrachee to Busra, with a cargo of charcoal, value unknown, and a crew of 8 men.

Stranded off Koo Mobarack between Jask and Bandar Abbas, at 2 A.M. of the 20th September. The vessel was carried out of her course by a strong current, and running aground was broken to pieces. The value is not known. The whole of the cargo was lost. No life lost.

OCTOBER.

40. **Clyde.**—A British Indian schooner, of Coconada, 166 tons register, no official number, age 15 years, bound from Chittagong to Naraingunge, cargo not reported; crew 14 men.

Capsized and sunk near Khatakhally, in the Kurnafully river, Chittagong coast, at 9 P.M. of the 24th October. The vessel was lying with two anchors which she dragged away to the bank of the river during the cyclone where she was totally lost. The value of the vessel is estimated at ₹10,000. No life lost.

41. **Aden.**—A British Indian wooden schooner, of Chittagong, 59 tons register, official number not given, age 4 years, bound from Chittagong to Naraingunge, with a crew of 8 men, no cargo.

This vessel was lying at anchor, near Khatakhally, in the Kurnafully river, Chittagong coast, and having dragged her anchors during the cyclone, she was capsized and sank at 9 P.M. of the 24th October. The value of the vessel is estimated at R 6,000. No life lost.

42. **Ramaswamy.**—A British Indian wooden schooner, of Coringa, 118 tons register, official number not given, age 12 years, bound from Chittagong to Naraingunge, with a crew of 10 men, no cargo.

This vessel was lying at anchor near Moiskhally in the Kurnafully river, Chittagong coast, and during the cyclone she dragged her anchors as far as Khatakhally where she was capsized and sunk at 9 P. M. of the 24th October. The value of the vessel is estimated at ₹10,000. No life lost.

43. **Oung Ban.**—A British Indian schooner, of Moulmein, 70 tons register, official number not given, age 20 years, bound from Chittagong to Naraingunge, with a crew of 9 men, no cargo.

Capsized and sunk near Khatakhally, in the Kurnafully river, Chittagong coast, at 9 P. M. of the 24th October. The vessel having dragged her anchors during the cyclone was driven to the bank where she was totally lost. The value of the vessel is estimated at R6,000. No life lost.

44. **Ranganaikuloo.**—A British Indian wooden brig, of Coconada, 129 tons register, official No. 10 of 1841, age 15 years, bound from Coconada to Naraingunge, with a cargo of loose jute, value not stated, and a crew of 16 men.

Capsized and sunk near Moiskhally, in the Kurnafully river, Chittagong coast, at 11 P. M. of the 24th October. The vessel was lying with two anchors out during the cyclone, and having dragged them to the bank at the turn of the tide she was broken up and totally lost. The value of the vessel is not stated. The cargo was partially lost, value R250. No life lost.

45. **Fawn.**—A British Indian wooden brig, of Moulmein, 133 tons register, official number not given, age 50 years, bound from Chittagong to Naraingunge, ballast, crew 12 men.

This vessel was lying at anchor near Kumerkhally, in the Kurnafully river, Chittagong coast, but she dragged her anchors to Danakhally during the cyclone, where she was capsized and sunk at 9 P.M. of the 24th October. The value of the vessel is estimated at ₹7,000. No life lost.

46. **Andinassenoo.**—A British Indian wooden schooner, of Coconada, 76 tons register, no official number, age 15 years, bound from Chittagong to Naraingunge, with a crew of 9 men, no cargo.

This vessel was lying at anchor in the Kurnafully river, Chittagong coast, and having encountered a cyclone she dragged her anchor to the bank of the river, near Danakhally, where she capsized and sunk at 9 P.M. of the 24th October. The value of the vessel is estimated at ₹6,000. No life lost.

47. **Amanater Rahaman.**—A British Indian wooden brig, of Chittagong, 120 tons register, official No. 7, age 16 years, bound from Naraingunge to Chittagong, with a cargo of jute, valued at ₹10,499 and a crew of 12 men.

Foundered during the cyclone of the 24th October, in the Kurnafully river, Chittagong coast, with 646 bales of jute brought from Naraingunge and was totally lost. The value of the vessel is estimated at ₹12,000. No life lost.

48. **Amanath Shah.**—A British Indian wooden schooner, 92 tons register, official number not given, age 5 years, bound from Naraingunge to Chittagong, with a cargo of jute, and a crew of 9 men.

This vessel was lying at anchor with 651 bales of jute near Sundeep, on the Chittagong coast, and at 9 P.M. of the 24th October she encountered a cyclone, and as her anchors parted, she was dragged to the chur where she grounded and sank with all her cargo. The value of the vessel is estimated at ₹4,000. The value of the cargo lost is estimated at ₹19,500. No life lost.

49. **Ramprasad.**—A British Indian muchwa, of Beyt Dwarka, 62 tons register, official No. 12, age unknown, bound from Trombay to Calicut and Calcutta, with a cargo of tiles, valued at ₹710, and a crew of 10 men.

Foundered at 5 P.M. of the 28th October on a patch of rock near the Kalai river bar, and was totally lost. The accident is attributed to an error of the Tindal. The value of the vessel is estimated at ₹2,500. A portion of the cargo, valued at ₹390, was lost. No life lost.

NOVEMBER.

50. **Soogarpussa.**—A British Indian ganja, of Cutch-Mandvi, 69 tons register, official number unknown, age 8 years, bound from Cutch-Mandvi to Busra, with a cargo of dates, valued at ₹5,000, and a crew of 8 men.

This vessel when at Ghaess off Janjira, Bombay coast, experienced very heavy weather which carried away her sail; and more than half the cargo had to be jettisoned to right her. She was ultimately driven ashore and broken to pieces, at 4 A.M. of the 18th November, and all her cargo lost. No life lost.

51. **Fateh Kher.**—A native craft, of Cutch-Mandvi, 70 tons register, official No. 4004, age 20 years, bound from Veraval to Kurrachee *vid* Mandvi, with a cargo of gunny bags, etc., value not reported, 3 passengers, and a crew of 6 men.

Stranded on a rock near Dari, in Sorath, Sind coast, at 4 A.M. of the 22nd November, when suddenly the wind slackened and the vessel was driven back towards the seashore and totally wrecked. The value of the vessel is estimated at ₹3,000. Cargo of the amount of ₹5 was lost. No life lost.

52. **Edenmoor.**—A British screw steamer, of Newcastle, 2,000 tons register, official No. 101849, age 3 years and 10 months, classed at Lloyd's 100 A.I., bound from Batoum to Port Said and Kurrachee, with a cargo of refined petroleum in cases, value not stated, and a crew of 26 men.

This vessel when six miles S. S. E. of the island of Jabel Tier, in the Red sea, accidentally caught fire on the 25th November and became a total wreck. A naked light having been brought close to the tank in which the petroleum oil used for the engine-room was stored caught fire whilst the Chief Engineer was endeavouring to tighten the cock of the tank which had just been broken and was leaking. The whole of the cargo was lost. No life lost. The crew were saved by the steamer's boats and the boats of H. M. S. "*Edgar*" which was passing by at the time and had come to her assistance. The vessel being abandoned was afterwards sunk under the orders of the Admiral.

A Court of Inquiry held under Section 8 of Act V of 1883, as amended by Act VI of 1891, to investigate the circumstances attending the loss of the *Edenmoor*, were of opinion that there was a certain amount of thoughtlessness on the part of the Chief Engineer in using a naked light so close to the oil tank which he knew was leaking, but refrained from framing a charge or dealing with his certificate.

In connection with this inquiry the Court suggested for the consideration of the Board of Trade the advisability of framing rules regarding lights and the storage of oil by vessels carrying cargo of the inflammable nature of that conveyed by the *Edenmoor*. Either such vessels should be lighted entirely by electricity, or proper storage accommodation, away from the engines, should be compulsory and the use of naked lights in the vicinity of such oil be made penal. The Court had not been able to ascertain that any such rules now exist; if they do, it would seem they are systematically infringed.

53. **Amanath Rahaman.**—A British Indian wooden barque, of Cochin, 306 tons register, official No. 2 of 1883, age 14 years, bound from Colombo to Cochin and Bombay, with a cargo of cocoanut oil, coir rope, and coir yarn, valued at R15,000, and a crew of 26 men.

Collided with the S. S. *Nawab* at 3-15 A.M. of the 29th November, when 12 miles off Pigeon island, Malabar coast. A steamer's mast-head and red light were visible before starboard beam an hour before collision, but as the barque was becalmed the steamer ran into her, and she sank in a few minutes before any of the boats could be lowered. The value of the vessel is estimated at R50,000. The cargo was all lost. Three lives were lost.

(*See also Casualty Statement No. 102.*)

DECEMBER.

54. **Hameed.**—A British Indian dhoney, of Adrampatnam, 30 tons register, official No. , age and class not given, at anchor in Colombo harbour, with a cargo of areca nuts and empty gunny bags, value not stated, and a crew of 10 men.

Collided with the *Arawalatha Amay* at 1 P.M. of the 15th December, near Cochikade, Colombo harbour, Ceylon coast, the *Arawalatha Amay* after

breaking away from her moorings drifted straight against the *Hameed*, and she too having lost hold on her moorings drifted on to the shore where she broke to pieces; value not stated. Damage to cargo, not reported. No life lost.

55. **Arawalatha Amay.**—A British Indian coasting schooner, of Tuticorin, 115 tons register, official number, age and class not given, bound from Tuticorin to Colombo with a general cargo, value not stated; and a crew of 12 men.

This vessel was placed in quarantine on arrival at Colombo harbour, Ceylon coast, and not being protected by the breakwater she broke away from her moorings under a great stress of weather, collided with the *Hameed*, and ultimately striking against the rocky shore was dashed to pieces. The value of the vessel is estimated at R7,500. Damage to cargo not reported. No life lost.

56. **Khatareyah.**—A British Indian wooden schooner, of Moulmein, 45 tons register, official number, age and class not reported, bound from Moulmein to Tavoy, with a crew of 7 men, no cargo.

This vessel encountered a gale of wind at 3 P.M. of the 20th December, and was blown out to sea and became a total wreck at 9 A.M. of the 22nd December when in latitude 12° 30′ N; longitude 97° 55′ E, Mergui Archipelago. No life lost. The value of the vessel is not reported.

57. **Sawai Yeshwanti.**—A British Indian pattimar, of Ratnagiri, 153 tons register, official No. 10835, age 13 years, not classed, was anchored at Jaygad, with a cargo of jungle wood logs, valued at Rt,216, and a crew of 23 men.

Sprung a leak accidentally at 11 P.M. of the 26th December, about 3½ fathoms off the mouth of the Kottakhal river, south of Badagara, on the Malabar coast. The water rushed in so abundantly that the crew were unable to bale it out, and the vessel heeled over to the port side, capsized and sank. The value of the vessel is estimated at R12,000. No loss of cargo. No life lost.

TABULAR STATEMENT OF THE CASUALTIES

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Chandani*	British Indian mahagiri	21	Umbetar	Bombay	Firewood, value Rs20
2	*Ruparel*	Do. do. padow	29	Agashi	Bhavnagar	Teakwood timber, logs and firewood, value Rs87.
3	*Eridan*	French screw steamer	1,853	Colombo	Madras and Calcutta.	General, value not stated
4	*Strathgyle*	British screw steamer	3,284	Do.	Calcutta	Jute, cotton, indigo, etc., value not reported
5	*Fatch Salamat*	British Indian dinghy	128	Busrah	Veraval	Dates, value not reported
6	*Carnedd Llewelyn*	British steel ship	1,603	Sydney	Colombo	Coal, value not reported
7	*Baron Ardrossan*	Do. screw steamer	1,825	Liverpool	Rangoon	General, value not stated
8	*Ramban*	British Indian vessel	10	Talaja	Bombay	Hay, value Rs0
9	*Quern Louise*	British screw steamer	2,170	Aden	Calcutta	Salt, value not reported
10	*Ethiopia*	Do. do.	1,302	Moulmein	Do.	Rice and timber, value not reported
11	*Ruparel*	Native craft	41	Bombay	Bhavnagar	Iron ware and cocoanuts, value Rs9,687½
12	*Wroggoe*	British screw steamer	1,838	Barry	Suez and Colombo	Coal, value not stated
13	*Labarov*	British Indian padow	46	Calicut	Bahapatam and Cochin.	Timber, value not stated
14	*Gowrawanti*	Do. do. muchwa	8	Dabhol	Alibag	Shewbi bark, nagli and hemp, value Rs8.
15	*Abdul Cadir Hamid Bux.*	Do. do. wooden brig	141	Tuticorin	Colombo	Rice, earthern ware and soap, value not reported.
16	*Salamati*	Do. do. muchwa	36	Calicut	Navibandar	Timber, mango planks and bamboo slips, value Rs1,000.
17	*Berandan*	Dutch screw steamer	286	Swansea	Port Said and Tangkot.	Tin plates, value not stated
18	*Salamati*	British Indian mahagiri	10	Shrivardhan	Revdanda and Bombay.	Firewood, value Rs4
19	*Kamaksha*	Do. pattimar	99	Ponani	Bombay	Cocoanuts, wooden planks and moonge, value Rs2,332.
20	*Cargo Boat No. 105*	Native craft	49	Balasore roads		Unknown
21	*Khatanpasa*	Do.	20	Limlia	Jamnagar	Bajra, value Rs1,000
22	*Oratava*	British screw steamer	3,400	Tilbury	Suez and Colombo	General, value not stated
23	*Rangalio*	British Indian batel	36	Broach	Veraval and Navibandar.	Cotton seeds, value Rs1,750
24	*Bille*	German iron barque	737	Hamburg	Rangoon	General and salt, value not stated
25	*Bhawanipasa*	Native craft	37	Bombay	Navibandar	Kerosine oil and molasses, value not stated
26	*Gulali*	British Indian muchwa	21	Bankot	Achra and Calicut	Onions, etc., value Rs15
27	*Darya Dawlat*	Do. do.	73	Calicut	Jaffrabad	Mango wood planks, juggle wood beams, etc., value Rs1,221.
28	*Lady Gordon*	British screw steamer	316	Trincomalee	Colombo and Batticoloa.	General, value not stated
29	*Boadicea*	Do. iron ship	1,824	Barry	New York and Bombay.	Petroleum, value unknown
30	*Harsingar*	British Indian ganja	105	Beypore	Vengurla and Cutch.	Timber, cocoanuts, and copras, valued at Rs2,016.
31	*Rydal Hall*	British screw steamer	2,139	London	Colombo and Rangoon.	Rice, value not reported
32	*Java*	Do. do.	920	Calcutta	Penang	General, value not reported
33	*Govind Prasad*	British Indian muchwa	9	At Cumta.		Betel nuts, value Rs1,800
34	*Ruparel*	Do. padow	20	Bombay	Cambay	Sugar and iron, value Rs4063-8
35	*Futtel Barry*	Persian wooden barque	589	Calcutta	Lingah	Coal, value Rs7792-7
36	*Dalhousie*	British twin-screw steamer	62	Employed in the river as a steam tug.	Hooghly	No cargo
37	*Madura*	Do. do.	1,273	Rangoon	Calcutta	General, value not stated
38	*Duntrune*	Do. iron ship	1,457	Barry	Colombo	In sand ballast

Waters during the year 1897.

Cargo lost or saved.	Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
Partially lost	January, 4th	On a rock where the Panvel and Umbetar creeks meet.	Bombay coast	Stranding.—Tides and currents	None lost.
Do. do.	Do. 5th	In the Arnala creek	Do. do.	Do.— Error of the Tindal	Do.
None lost	Do. 13th	Huldia creek	Hooghly river	Grounding.—Error of the Pilot	Do.
Partially damaged	Do. do.	Kidderpore docks	Do. do.	Fire.—Unknown	Do.
None lost	Do. 14th	Near Bhidia in the Veraval harbour.	Kathiawar coast	Stranding.—Cyclone	Do.
Do.	Do. 15th	Elephant bank, Bass' strait	Ceylon do.	Grounding.—Incorrect chart	Do.
Not reported	Do. 17th	Brooking Street wharf, Rangoon river.	Burma do.	Fire.—Accidental	Do.
All lost	Do. 19th	Opposite Pirpoo in the Belapore district.	Bombay do.	Sprung a leak.—Old and worn out	Do.
Partly lost	Do. do.	At the Camaran entrance	Red sea	Stranding—Tides and currents	Do.
None lost	Do. 26th	Hooghly Point	Hooghly river	Grounding.—Defective steering gear	Do.
Partially lost	February, 3rd	Dock wall, boat basin	Gulf of Cambay	Collision with the dock wall.—Tides and currents.	Do.
Do. do.	Do. 6th	At Jebel Zukur island	Red sea	Stranding.—Tides currents	Do.
Do. do.	Do. 7th	Menambuth near Palipport, Travancore State.	Malabar coast	Do. do.	Do.
Partially lost and partly damaged.	Do. 8th	At the mouth of the Vansoli creek.	Bombay do.	Sprung and leak.—Tides and currents	Do.
Partially lost	Do. 9th	Pamban channel	Gulf of Manar	Stranding.— Do.	Do.
None lost	Do. 10th	At the bar of the Navibandar creek.	Kathiawar coast	Foundering.— Do.	Do.
Do.	Do. 11th	Near the Perim light	Red sea	Damage to engine.—Unknown	Do.
Partially lost and partly damaged.	Do. 12th	South of Kundari	Bombay coast	Sprung a leak.—Accidental	Do.
None lost	Do. 15th	Opposite Ratnagiri	Do. do.	Collision with a man-of-war.—Error of the Tindal.	Do.
All lost	Do. 16th	Balasore ghat	Orissa do.	Stranding.—Heavy weather	Do.
Partially lost	Do. 21st	Near Dhrewad, in the village of Okhamandel.	Kathiawar coast	Damage to ship.— Do.	Do.
None lost	Do. 22nd	Scilla reef, Lat. 12° 32' N., Long. 43° 4' E.	Red sea	Stranding.—Do.	Do.
Partially lost	Do. 24th	In the harbour of Navibandar.	Kathiawar coast	Damage to cargo.—Heavy weather	Do.
Partially damaged	Do. do.	Lat. 42° S., Long. 69° E.	Indian ocean	Do. to vessel.— Do.	Do.
Partially lost	Do. do.	Near Navibandar	Kathiawar coast	Do. to cargo.— Do.	Do.
Partially damaged	Do. 25th	On the bar of the Savitri creek.	Bombay do.	Stranding.— Do.	Do.
Do. do.	Do. 26th	In the port of Amlakhi	Do. do.	Do. Do.	Do.
None lost	March, 1st	On the Batticoloa roadstead.	Ceylon do.	Stranding.—Error of the Master	Do.
Do.	Do. 10th	Lat. 25° 28' S., Long. 69° 12' E.	Indian ocean	Damage to vessel.—Heavy weather	Do.
Partially damaged	Do. 24th	Port of Achra	Bombay coast	Grounding.—Error of the Tindal	Do.
None lost	April, 9th	At Crisp-street wharf, Rangoon river.	Burma do.	Collision with the *Java*.—Error of the Harbour Master.	Do.
Do.	Do. do.	Do. do.	Do. do.	Do. with the *Sydal Hall*.—Error of the Harbour Master.	Do.
Partially lost and partly damaged.	Do. 13th	At the entrance of the Cumta creek.	Bombay do.	Capsized.—Tides and currents	Do.
Partially lost	Do. 17th	On a bank off Bhugwa	Gulf of Cambay	Stranding.— Do.	Do.
None lost	Do. 18th	Dredge channel, Mud Point.	Hooghly river	Grounding.—Error of the Pilot	Do.
.....	Do. do.	Do. do.	Do.	Do. —Buoy out of position	Do.
Do.	Do. 21st	On a mud flat, Hooghly Point.	Do.	Do. —Tides and currents	Do.
.....	May 1st	At Botatoung, Rangoon river.	Burma coast	Collision with the *Trummock Water*.—Heavy weather.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
39	*Crummock Water*	British iron barque	995	Antwerp	Madras and Rangoon.	No cargo
40	*Rokamani*	British Indian wooden brig	187	Rangoon	Chittagong, and Calcutta.	Earth-oil, iron and sampans, value R5,275
41	*Harsingar*	Do. vessel	33	Sirganda	Kurrachee	Grain, value R1,958
42	*Rampasta*	Native craft	88	Navibander	Broach and Porbandar.	Cotton seeds, wheat and til seeds, value R4,000
43	*Haddon Hall*	British screw steamer	2,677	London	Mombassa	Railway material, value not reported
44	*Yethwanti*	British Indian vessel	5	Chindar	Achra and Vitiadurg.	Tiles, value R14
45	*Daulat Kaderi*	Do. do. mahagiri	29	Antora	Bombay	Firewood, value R200
46	*Laxmi*	Do. do. muchwa	10	Dantivra	Do.	Firewood, value R66
47	*Macheri*	Do. do.	94	Cambay	Bhavnagar	Pulse and tobacco, value R1,100
48	*Salamati*	Do. do.	41	Surat	Porbandar	Cotton seeds, value R2,800
49	*Cathemire*	French screw steamer	2,063	Jibuti	Marseilles	Rice and pepper, value not stated
50	*Alimadat*	Native craft	74	Kurrachee	Porbandar	Bajri, rice, wheat, potatoes, etc., value R8,260.
51	*Alienadat*	British Indian padow	34	Balia pattam	Dabhol	Cocoanuts, value R896
52	*Ethiopia*	British screw steamer	1,302	Calcutta	Rangoon	General, value not stated
53	*Sakhri*	British Indian muchwa	6	Bombay	Karanja	No cargo
54	*Gorsedd*	British screw steamer	2,451	Calcutta	Bombay	Coal, value unknown
55	*Florida*	Do. do.	2,050	Do.	Do.	Do. do.
56	*Barrister*	Do. do.	3,080	Liverpool	Calcutta	Salt, value not reported
57	*Bundee*	Native craft	51	Mangalore	Jamnagar	Mangalore tiles and ridges, value R730
58	*Apollo*	British screw steamer	2,429	Cardiff	Port Said	Coal, value not reported
59	*Sheikh Berkud*	Do. do.	158	Bushar	Aden	In ballast
60	*Matin*	Do. do.	2,433	Newport	Karrachee	Railway material, value not reported
61	*Australia*	British four-masted barque	2,097	Calcutta	New York	Jute, saltpetre, value R10,967
62	*Warren Hastings*	Do. twin-screw steamer	82	Employed as a tug		No cargo
63	*Pundua*	British screw steamer	2,126	Rangoon	Calcutta	General, value not reported
64	*Minerva*	Do. do.	2,322	Barry	Suez and Colombo	Coal, value not reported
65	*Dhanprasad*	British Indian padow	16	Dabanu	Mora	Empty casks, value R130
66	*Abdul Latif*	British Indian wooden schooner.	61	Narraingunge	Chittagong	Sukkee, value R600; mirdongs, value R28.
67	*Dawn*	British steam launch	26	Bahodan	Surat	In ballast
68	*Palinurus*	Dutch screw steamer	1,620	Tjeteljop	Amsterdam	General, value not stated
69	*Laxmeeprasad*	British Indian padow	59	Mowa	Bombay	No cargo
70	*Maharaja*	British screw steamer	1,046	Calcutta	Chittagong	General, value not stated
71	*Erne*	Do. iron ship	1,528	The Cape	Calcutta	In ballast
72	*Starling*	Do. inland steamer	143	Narriangunge	Jalacotta	General, value R1,300
73	*Haripasha*	Do. Indian hatel	49	Mandvi bandar	Beyt Dwarka	No cargo
74	*Rangoon*	Do. screw steamer	2,523	Rangoon	Perim and Liverpool	General, value not reported

Waters during the year 1897—continued.

Cargo lost or saved.	Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
.....	May, 1st	At Botatloung, Rangoon river.	Burma coast	Collision with the *Duntrane*.—Heavy weather.	None lost.
Partially lost	Do. 5th	Lat. 16° 36′ N., Long. 91° 23′ E.	Bay of Bengal	Sprung a leak.—Heavy weather	Do.
Partially lost and partly damaged.	Do. 6th	Kajam bar, Sirganda creek.	Sind coast	Damage to ship.—Do.	Do.
Partially lost	Do. do.	On a rock near Gopnath.	Do. do.	Do. to cargo.—Do.	Do.
None lost	Do. do.	At Mombassa	Africa, east coast	Grounding.—Not reported	Do.
All lost	Do. 16th	Near the entrance of the Achra creek.	Bombay coast	Stranding.—Heavy weather	Do.
None lost	Do. 18th	On a sunken rock in Bandar Karedi in the Antora creek.	Do. do.	Do.—Accidental	Do.
Partially lost	Do. do.	On a rock in the Arnala creek.	Do. do.	Do.—Tides and currents	Do.
All lost	Do. 20th	On a sand bank near the mouth of the Mahi river.	Gulf of Cambay	Grounding.—Heavy weather	1 life lost.
Partially lost	Do. do.	On a rock near Jaffrabad.	Kathiawarl do.	Stranding.—Do.	None lost.
None lost	Do. 21st	At the entrance of Perim harbour.	Red sea	Do.—Tides and currents	Do.
Partially lost	Do. do.	Near Ghodabaree	Sind coast	Damage to cargo.—Heavy weather	Do.
Do.	Do. 23rd	Between Chiplun and Ratnagiri.	Bombay do.	Damage to vessel and cargo.—Heavy weather.	do.
None lost	Do. 28th	Off Sparkes-street pontoon, Rangoon river.	Burma do.	Collision with a cargo boat.—Error of the Tindal.	Do.
.....	June, 8th	On the way to Karanja	Bombay do.	Capsized.—Heavy weather	Do.
None lost	Do. 11th	Bombay harbour	Do. do.	Collision with the *Florida*.—Do.	Do.
Do.	Do. do.	Do. do.	Do. do.	Do. *Gorsedd*.—Do.	Do.
Do.	Do. 13th	North of the Bacol sand, Roypore crossing.	Hooghly river	Grounding.—Do.	Do.
Partially lost and partly damaged.	Do. 19th	Baberkot near Jaffrabad	Kathiawar coast	Sprung a leak.—Do.	Do.
None lost	Do. 23rd	At Mukha	Red sea	Stranding.—Do.	Do.
.....	Do. 24th	Berberch harbour, British Somali land.	Africa, east coast	Do. do.	Do.
None lost	Do. 26th	20 miles from Kurrachee.	Sind coast	Damage to engine.—Defective material.	Do.
Do.	July 1st	Off Fulta Point	Hooghly river	Collision with the steam tug *Warren Hastings*.—Error of the Tug Master.	Do.
.....	Do. do.	Do. do.	Do. do.	Collision with the *Australia*.—Error of the Tug Master.	Do.
None lost	Do. 3rd	Off Hooghly Pond	Do. do.	Collision with the *Overdale*.—Error of the Tug Master.	Do.
Do.	Do. 9th	About 12½ miles from Ras Gharib.	Gulf of Suez	Grounding.—Error of the Master	Do.
Partially lost	Do. do.	At sea off Mahim	Bombay coast	Capsized.—Heavy weather	Do.
All lost	Do. 15th	Near Patunga	Chittagong do.	Stranding.—Do.	Do.
.....	Do. 29th	Railway bridge at Amraoti	Bombay do.	Collision with the Railway bridge.—Tides and currents.	1 life lost.
None lost	August 1st	Lat. 6°24′ N., Long. 59° 10′ E.	Indian ocean	Damage to engine.—Tides and currents	None lost.
.....	Do. 5th	On the rocks of Popkran near Narsapur bandar.	Bombay coast	Stranding.—Heavy weather	Do.
None lost	Do. 6th	Kumar khally	Chittagong coast	Damage to ship.—Accidental	Do.
...	Do. 8th	At the Sandheads	Bay of Bengal	Collision with the Pilot tug *Fame*.—Error of the Master.	Do.
None lost	Do. 13th	At Faltaita	Chittagong do.	Collision with the flat *Koel*.—Defective steering gear.	Do.
...	Do. 20th	At Shil in the Junagad States.	Kathiawar. do.	Stranding.—Heavy weather	Do.
None lost	September, 3rd	Two miles south of Perim	Red sea	Damage to engine. Defective material.	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
75	*Nawalool Bari*	British Indian manji	15	Calicut	Ponani	Salt, value R1,181·4
76	*Mahomed Samdany*	Do. Indian dhoney	76	Peralai	Negapatam	In ballast
77	*Ramprasad*	Do. do. muchwa	4	Pezari	Karanja	No cargo
78	*Palaki*	Native craft	162	Nusaba	Porbandar	Bhudthi, value R400
79	*Verisal*	Do. do.	54	Kurrachee	Navibandar	Bajri and red rice, value R4,400
80	*Parwati*	British Indian jolly boat	6	Bankot	Bombay	No cargo
81	*Taurus*	Norwegian screw steamer	1,367	Moulmein	Do.	Timber, value not stated
82	*Sakri*	British Indian batel	96	Kurrachee	Behrein	Charcoal, cotton, soap, iron, candles, kerosine oil, etc., value R2,732.
83	*Cashmere (late Thibet)*	British screw steamer	1,695	Mauritius	Calcutta and Bombay.	Coal, value not stated
84	*Laxmiprasad*	British Indian muchwa	9	Bhwindi	Bombay	Firewood, value R44
85	*Fath Ali*	Persian ghunchch	136	Muscat	Katif and Kurrachee.	Dates, value R10,920
86	*Deepdale*	British screw steamer	1,650	Bombay	Calcutta and Negapatam.	Coal, value not stated
87	*Kristna Murthy*	British Indian wooden brig.	180	Masulipatam	Calcutta	In ballast
88	*Glenard*	British steel ship	1,786	Port-Glasgow	New York and Calcutta.	Kerosine oil, value unknown
89	*Mackeri*	British Indian muchwa	8	Bhavnagar	Bavaliari	No cargo
90	*Hanmant*	Do. do.	10	Kalyan	Bombay	Bricks, value R48
91	*Laxmee*	British Indian mahagiri	16	Do.	Do	Bricks and rice, value R102
92	*Lindula*	British screw steamer	2,180	Calcutta	Rangoon and Singapore.	General, value not stated
93	*Celtic Queen*	Do. steel ship	1,738	Middlesboro'	Chittagong	Jute, value not stated
94	*General Roberts*	British four-masted barque	1,914	Sunderland	Do.	Do. do.
95	*Valkyrie*	British steel ship	2,172	Liverpool	Do.	Do., value R80,000.
96	*Boat No. 1*	British Indian cargo boat	...	Rediyam-palaiyam	Nagore	Tiles, value not reported
97	*Falcon*	British screw steamer	414	Aden	Socotra	In ballast
98	*Ruparel*	British Indian padow	50	Bombay	Mangalore and Cochin.	Empty casks and iron shooks, value not reported.
99	*Woodcock*	British screw steamer	59	Aden	Perim and Hodeideh.	General, value not stated
100	*Sofala*	Do. steel barque	2,160	Cardiff	Colombo and Boston.	Jute, value R40,000
101	*Daria Dowlat*	British Indian padow	22	Broach	Bordi	In ballast
102	*Nawab*	British screw steamer	2,041	Calcutta	Bombay and Tellicherry.	General, value not stated
103	*Mikado*	Do. do.	2,306	Hull	Bombay	Do. do.
104	*Ruparel*	British Indian padow	41	Bombay	Broach	Cocoanuts, value R1,120
105	*Sakharia*	Do. do.	20	Talaja	Bombay	Animal bones and horns, peacock feathers, etc., value R1,000.
106	*Homji*	British Indian kotia	39	Bombay	Kurrachee	Sulphuric acid, value R4,140
107	*Amanath Poorany*	Do. do. wooden schooner.	87	Jaffna	Tuticorin	In ballast
108	*Ceres*	British screw steamer	2,316	Madras	Calcutta	In water ballast
109	*Africa*	Do. do.	1,299	Calcutta	Rangoon	General, value not stated
110	*Sonapati*	British Indian muchwa	15	Puggaw	Bombay	Grass, value R64

Waters during the year 1897—continued.

Cargo lost or saved.	Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occured.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
All lost	September, 7th	At the mouth of the Ponani river.	Malabar coast	Grounding.—Tides and currents	None lost
...	Do. 8th	In the Negapatam road-stead.	Do. do.	Collision with the Japanese *Matheva Parenv.*—Heavy weather.	Do.
...	Do. 9th	Off Rewas pier in the Karanja creek.	Bombay do.	Capsized.— Do.	Do.
Partially lost	Do. 11th	At Rajani Khandi	Arabian sea	Damage to vessel and cargo.—Heavy weather.	Do.
Do. do.	Do. 12th	Near Miani bandar	Kathiawar coast	Do do	Do.
...	Do. Do.	On the Alibag bar	Bombay do.	Grounding.—Heavy weather	Do.
None lost	Do. 15th	On the Mupun island channel, Rangoon river.	Burma do.	Do. —Error of the Pilot	Do.
All lost	Do. 21st	On the reefs off Koh Mobarak, near Jask.	Persian gulf	Do. Error of the Tindal	Do.
None lost	Do. 22nd	On the Gaspar sands	Hooghly river	Do. Error of the Pilot	Do.
All lost	Do. 23rd	In the creek at Nadenkhi.	Bombay coast	Capsized.—Tides and currents	Do.
Partially lost and partly damaged	Do. 24th	On the reefs off Kais island.	Persian gulf	Stranding.—Heavy weather	Do.
None lost	Do. 28th	72 miles south of Negapatam.	Coromandel coast	Do. do.	Do.
.....	October, 4th	Lat. 27° 43' N., Long. 84° E.	Bay of Bengal	Damage to vessel.— Do.	Do.
Partially damag	Do. 5th	On the Saugor sands	Hooghly river	Grounding.—Accidental	Do.
.....	Do. 14th	At Gogo near the Kedu coast.	Gulf of Cambay	Stranding.—Tides and currents	Do.
All lost	Do. 18th	Railway bridge, Thana creek.	Bombay coast	Damage to vessel.— Do.	Do.
Cargo damaged and partly lost	Do. 19th	On a rock at Bandar jetty	Do. do.	Stranding.— Do.	Do.
None lost	Do. 21st	On the Syriam flat, Rangoon river.	Burma do.	Do.— Error of the Pilot	Do.
Cargo partially damaged.	Do. 24th	Chittagong river	Chittagong	Damage to vessel.—Cyclone	Do.
None lost	Do. do.	Do. do.	Do. do.	Do do	Do.
Do.	Do. do.	Do. do.	Do. do.	Collision with other vessels— Do.	Do.
Partially lost	Do. 27th	The southern mouth of the Coleroon river.	Bay of Bengal	Stranding—Heavy weather	Do.
.....	November, 11th	At Ras Redreson off Socotra.	Arabian sea	Do — Incorrect chart	Do.
Partially lost	Do. 12th	Inner harbour of Cochin	Malabar coast	Grounding.—Heavy weather	Do.
None lost	Do 15th	Lat. 14° 37' N., Long 42° 31' E.	Red sea	Do. do.	Do.
Partially damaged	Do. 16th	No. 3 Hastings moorings	Hooghly river	Fire.—Unknown	Do.
.....	Do 28th	At Vengami on the Nerbudda river.	Gulf of Cambay	Stranding.—Heavy weather	Do.
None lost	Do. 29th	Lat. 14° 14' N., Long. 74° 6' E.	Malabar coast	Collision with the *Amanath Rahman*—Not exhibiting light.	Do.
Do.	Do. do.	Lat. 29° 39' N. Lon. 32° 36' E.	Gulf of Suez	Do. with another steamer.—Error of the Master.	Do.
Partially lost	Do. 30th	About 2 miles off the mouth of the Dahu creek.	Bombay coast	Sprung a leak.—Tides and currents	Do.
Nearly all lost	December, 1st	Between Rassein and Agashi.	Do. do.	Do.—Accidental	Do.
Partially damaged	Do. do.	At Harsad in Miani	Kathiawar do.	Fire.—Spontaneous combustion	Do.
.....	Do. 4th	On a rock off Oripa inner harbour of Tuticorin.	Ceylon do.	Grounding.—Error of the Master	Do.
.....	Do. do.	On Saugor island	Hooghly river	Stranding.—Accidental	Do.
None lost	Do. 6th	Hastings shoal, Rangoon river.	Burma coast	Grounding.—Error of the Pilot	Do.
All lost	Do. 5th	Near the bridge in the Thana creek.	Bombay do.	Stranding.—Tides and currents	Do.

Number.	Name of vessel.	Flag and rig of vessel.	Tonnage.	Whence bound.	Whither bound.	Cargo and its total value.
111	*Ruparel*	British Indian padow	7	Bilimora	Kalyan and Porbandar.	Cotton seeds, value R400
112	*Merionethshire*	Do. screw steamer	1,950	London	Calcutta and Bankok.	Jute, etc., value not stated
113	*Janeta*	Do. do.	2,179	Hamburg	Kurrachee and Bombay.	General, value not reported
114	*Abad*	Do. Indian dinghy	20	Ghorabari	Kurrachee	Firewood, value R120
115	*Obra*	Do. screw steamer	3,456	Calcutta	Mauritius	General and rice, value not stated
116	*Clan Macdonald*	Do. do.	1,716	Do.	London	Jute, value not stated
117	*Yeswanti*	Do. Indian pattimar	73	Bombay	Cochin	Paddy, value R7,500
118	*Bombay*	Do. screw steamer	2,048	Calcutta	Bombay	Coal, value not reported
119	*Naderi*	Do. do.	1,169	Do.	Berbera and Aden.	Rice and tea, value not reported
120	*Ruparel*	Do. Indian padow	17	Kalyan	Veraval	Cotton seeds, value R819

Waters during the year 1897—concluded.

Cargo lost or saved.	Date of casualty.	Position of casualty and name of shoal, etc.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.
Partially lost	December, 17th	At Surat-Bari	Gulf of Cambay	Damage to cargo.—Heavy weather	None lost.
None lost	Do. 20th	Diamond Harbour	Hooghly river	Do. to engine.—Unknown	Do.
Unknown	Do. 21st	In Kurrachee harbour	Sind coast	Collision with the *Abad*.—Not exhibiting light.	Do.
Partially lost	Do. do.	Do. do.	Do.	Do. with the *Yaneta*.—Not exhibiting light.	Do.
Do. and partly damaged.	Do. 22nd	At Garden House point	Hooghly river	Do. with *Clan Macdonald*.—Error of the Pilots.	Do.
Not reported	Do. do.	Do. do.	Do. do.	Do. with the *Obra*.—Error of the Pilot	Do.
Partially lost and partly damaged.	Do. do.	At the northern entrance of Cochin harbour.	Malabar coast	Grounding.—Tides and currents	Do.
None lost	Do. 27th	Lat. 14° 0′ 0″ N., Long. 86° 30′ E.	Bay of Bengal	Loss of boats.—Heavy weather	Do.
Do.	Do. 30th	In Berbera harbour	Gulf of Aden	Stranding.—Error of the Master	Do.
Partially lost	Do. do.	Near Thana	Bombay coast	Do.—Heavy weather	Do.

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NOTES TO ACCOMPANY CASUALTY STATEMENT FOR 1897.

JANUARY.

1. **Chandani.**—A British Indian mahagiri, of Uran, 21 tons register, official No. 2460, age 31 years, bound from Umbetar to Bombay, with a cargo of firewood, valued at R120, and a crew of 6 men.

Stranded at 2 A.M. of the 4th January on a rock where the Panvel and Umbeter creeks meet, Bombay coast, and had a hole 3½ feet by 9 inches made in her side. The damage to the vessel is estimated at R15. Cargo to the amount of R10 was lost. No life lost. It was considered unnecessary to abandon the vessel.

2. **Ruparel.**—A British Indian padow, of Surat, 29 tons register, official No. 4370, age 39 years, bound from Agashi to Bhavnagar, with a cargo of teakwood timber, logs, and firewood, valued at R187, and a crew of 8 men.

Stranded in the Arnala creek, north of Arnala fort, Bombay coast, at 5 P.M. of the 5th January. The vessel was proceeding on her voyage from Agashi to Bhavnagar, when, owing to an error of the Tindal in charge, she ran on the rocks and damaged her bottom. The damage is estimated at R245. Cargo lost is valued at R129-2. No life lost.

3. **Eridan.**—A French screw steamer, of Marseilles, 1,853 tons register, official number not stated, age 30 years, bound from Colombo to Madras and Calcutta, with a general cargo, value not stated, 39 passengers, and a crew of 102 men.

Grounded in Huidia creek, river Hooghly, as she was proceeding up to anchor under pilotage charge at 8-18 A.M. of the 13th January. She grounded in a fog and floated off again at 3-45 P.M. of the same day. The accident is attributed to an error of the Pilot. No damage to vessel or cargo. No life lost.

4. **Strathgyle.**—A British screw steamer, of Glasgow, 3,284 tons register, official No. 104592, age 3 years and 4 months, classed at Lloyd's 100 A.1., bound from Colombo to Calcutta, with a cargo of jute, cotton, indigo, etc., value not known.

Took fire whilst anchored in the Kidderpore docks, Hooghly river, at 2 P.M. of the 13th January. The origin of the fire is not known, but it is attributed to some coolies who were smoking below. Prompt measures were taken to put it out both by the ship's crew and also by the Port Commissioner's Staff; but for all that there were about 1,650 bales of jute, 200 bales of cotton and 50 cases of shellac damaged by fire and water. The fire lasted from 2 to 5 P.M. The vessel practically sustained no damage. No life lost.

5. **Fateh Salamat.**—A British Indian dingy, of Kurrachee, 128 tons register, official No. 293, age 14 years, bound from Busra to Veraval, with a cargo of dates, value not reported, and a crew of 15 men.

Stranded at midnight of the 14th January in the Veraval harbour near Bhidia, Kathiawar coast. The vessel experienced cyclonic weather which carried away her anchors, and having struck on a rock she sprung a leak, and was damaged to the extent of ₹500. The vessel had just unloaded and hence there was no cargo on board. No life lost.

6. **Carnedd Llewelyn.**—A British steel ship, of Liverpool, 1,608 tons register, official No. 99323, age 6 years, classed at Lloyd's 100 A. I., bound from Sydney to Colombo, with a cargo of coal, value not reported, and a crew of 24 men.

Grounded on Elephant bank, Bass' strait, Ceylon coast, at 8-30 A.M. of the 15th January. It was two hours after low water that the ship touched bottom, and as she was drawing a little over 2 feet, it is assumed that there was some incorrectness in the chart. Damage to vessel and cargo, not reported. No life lost.

7. **Baron Ardrossan.**—A British screw steamer, of Ardrossan, 1,825 tons register, official No. 97563, age 5 years, classed at Lloyd's 100 A.I., bound from Liverpool to Rangoon, with a general cargo, and a crew of 26 men.

Took fire in the oil-room at about 1-30 A.M. of the 17th January whilst lying alongside of Brooking Street wharf, Rangoon river, Burma coast. The fire destroyed all the oil lamps, oil tanks with oil; the deck overhead was damaged; as also the bulkhead between the oil-room and alley-way; serious damage was also done to the under-part of the deck in the alley-way, and to the water-closet, donkeyman room, and forecastle door. The cause and cost of the damage is not reported. No life lost.

A Court of Inquiry held, under Section 6 (*a*) of Act V of 1883, to investigate the cause of the fire, reported that the steamer was not materially damaged, and would not require repairs until she had reached home; and that no Master, Mate, or Engineer had behaved in an incompetent manner, or misconducted, or caused loss or damage by wrongful act or default.

8. **Ramban.**—A British Indian vessel, of Belapur, 10 tons register, official No. 2900, age 40 years, bound from Talaja to Bombay, with a cargo of hay valued at ₹90, and a crew of 6 men.

Sprung a leak opposite Pirpoo in the Belapur creek, Bombay coast, at noon of the 19th January. Whilst the vessel was on her way to Bombay she was struck by a squall which carried away the sail. The damage to the vessel is estimated at ₹43. The whole of the cargo was lost. No life lost.

9. **Queen Louise.**—A British screw steamer, of Glasgow, 2,170 tons register, official No. 102620, age 4 years, classed at Lloyd's 100 A.I., bound from Aden to Calcutta, with a cargo of salt, value not stated, and a crew of 31 men.

Stranded at the Camaran entrance, Red sea, south end of the north reef, Latitude 15° 11′ N, Longitude 42° 30′ E., at 1 P.M. of the 19th January. The damage to the vessel is not known. About 350 tons of salt were jettisoned. No life lost.

10. **Ethiopia.**—A British screw steamer, of Glasgow, 1,302 tons register, official No. 68120, age 23 years, classed at Lloyd's A.I., bound from Moulmein to Calcutta, with a cargo of rice and timber, value not reported, and a crew of 81 men.

Grounded at Hooghly Point abreast of the Tidal semaphore, at 5-50 P. M. of the 26th January. This vessel arrived from Moulmein at 11-45 A. M. with a general cargo, consisting chiefly of rice and timber, and proceeded to Diamond Harbour where she anchored at 3 P. M. About an hour after she

again started on her way up the river; but in crossing the bar near Hooghly Point she took a sheer to starboard and touched the bank with her bow high up and her stem in 6 feet of water at low ebb tide. On information reaching the Agents, cargo boats were despatched for the purpose of enabling the vessel to discharge some of her cargo so as to lighten her. The tug *Warren Hastings* was also sent to tow her off at high-water. She was eventually floated without sustaining any damage. No loss of cargo. No life lost.

FEBRUARY.

11. **Ruparel.**—A native craft, of Bhavnagar, 41 tons register, official No. 255, age not known, bound from Bombay to Bhavnagar, with a cargo of iron-ware and cocoanuts, valued at ₹9,687½, and a crew of 9 men.

Collided with the stone stairs of the dock wall, boat-basin, gulf of Cambay, sprung a leak and sank, but was not finally lost. The vessel arrived at the dock at 6 P. M. of the 3rd February and was tied up by the side of the wall at midnight, but through the force of the tide she collided with the stone stairs and sprung a leak. The damage to the vessel is estimated at ₹12. The cargo lost is valued at ₹20. No life lost.

12. **Wraggoe.**—A British screw steamer, of Grimsby, 1,838 tons register, official No. 104165, age 3 years, classed at Lloyd's 100 A.I., bound from Barry to Suez and Colombo, with a cargo of coal, value not stated, and a crew of 24 men.

Stranded at Jebel Zukur island, Latitude 14° 4′ N. Longitude 42° 44′ E., at midnight of the 6th February, owing to a south-western current setting the ship over. The vessel apparently sustained no damage, but cargo to the amount of ₹120 was lost. No life lost.

13. **Labsavoy.**—A British Indian padow, of Surat, 46 tons register, no official number, age 40 years, bound from Calicut to Baliapatam and Cochin, with a cargo of timber, value not stated, and a crew of 10 men.

Stranded at Monambath, near Paliport (Travancore State), Malabar coast, at midnight of the 7th February. A strong wind and southerly current having caused the vessel to drift on the beach, she was damaged to the extent of ₹ 2,000. A part of the cargo was salved by the villagers. No life lost.

14. **Gowrawanti.**—A British Indian muchwa, of Varsoli, 8 tons register, official No. 904, age 34 years, bound from Dabhol to Alibag, with a cargo of shewbi bark, nagli and hemp, of the value of ₹78; crew 6 men.

Sprang a leak and grounded at the mouth of the Varsoli creek, Bombay coast, at 4 P. M. of the 8th February. She was damaged to the extent of ₹30. Cargo to the amount of ₹18 was lost, and about ₹ 60 damaged. No life lost.

15. **Abdul Cadir Hamid Bux.**—A British Indian wooden brig, of Tuticorin, 141 tons register, official No. 10 of 1895, age 43 years, bound from Tuticorin to Colombo, with a cargo of rice, earthenware, and soap, value not stated, and a crew of 11 men.

Stranded in the Pamban channel, gulf of Manar, at 9 A. M. of the 9th February. The vessel was in a very leaky condition when entering the port, and it was considered necessary to beach her and save her and the cargo. The damage sustained by the vessel is estimated at ₹200. The cargo lost is valued at ₹1,000. No life lost.

16. **Salamati.**—A British Indian muchwa, of Verawal, 36 tons register, official No. 20, age 6 years, bound from Calicut to Navibandar, with a cargo of timber, mango planks, and bamboo slips, of the value of R1,000, and a crew of 5 men.

Foundered in the bar of the Navibandar creek, Kathiawar coast, at 4 P. M. of the 10th February. The vessel being fully loaded was anchored at the bar, and dragging her anchors on to the rocks caused her bottom to give way. The accident is attributed to the violence of the waves. The damage to the vessel is estimated at R300. No loss of cargo. No life lost.

17. **Berandan.**—A Dutch screw steamer, of the Hague, 286 tons register, official number not given, just built, classed at Lloyd's A.I., bound from Swansea to Port Said and Langkot, with a cargo of tin plates, value not stated, and a crew of 18 men.

This vessel sustained trifling damage at midnight of the 11th February, when in the Red sea, Perim light bearing S. E. ½ S., 13 miles distant; the cross-head bolts of H.-P. piston rod, and H.-P. cylinder covers being broken and other damages sustained by her from some unknown cause. Value of damage not reported. No loss of cargo. No life lost.

18. **Salamati.**—A British Indian mahagiri, of Shriwardhan, 10 tons register, official No. 54, age 35 years, bound from Shriwardhan to Revdanda and Bombay, with a cargo of firewood, valued at R64 and a crew of 6 men.

Sprang a leak at 8-30 A.M. of the 12th February when south of Khanderi, Bombay coast. The vessel struck against a sunken fishing stake which made a hole in her bottom, and as she took in a large quantity of water and was about sinking she was abandoned for a time, but was afterwards taken to Alibag. The damage to the vessel is estimated at R120. Cargo lost and damaged is valued at R64. No life lost.

19. **Kamaksha.**—A British Indian pattimar, of Malwan, 99 tons register, official No. 3424, age 12 years, bound from Ponani to Bombay with a cargo of cocoanuts, wooden planks, and moonge, valued at R2,332, and a crew of 17 men.

Collided with a man-of-war (name not given) at sea, opposite Ratnagiri, Bombay coast, at 3 A.M. of the 15th February. The pattimar was in full sail, and in attempting to cross the bows of the man-of-war she collided with her and was damaged to the extent of R2 50. No loss of cargo. No life lost.

20. **Cargo Boat No. 104.**—A native craft, of Balasore, 49 tons register, official number not given, age 9 years, was plying on the Balasore roads, crew 10 men, description of cargo unknown.

The cargo boat was sailing out from the Balasore ghat with 550 bags of rice, 18 coolies and 2 preventive officers to the S. S. *Warora*, anchored in the Balasore road, when suddenly a stiff breeze sprung up at 11 A.M. of the 16th February and broke her sail-yard. She was driven on the sand bar to the left of the black buoy about a mile from the mouth of the Barabalang river, and all her cargo thrown out. The vessel lost her mast, sail, and anchor, whilst the hull was severely beaten and damaged, value R300. The whole of the cargo was lost, value R3,700. No life lost.

21. **Khatanpasa.**—A native craft, of Navibandar, 20 tons register, official No. 35, age 5 years, bound from Lamlia to Jamnagar, with a cargo of bajra valued at R1,000, and a crew of 6 men.

This vessel, whilst on her way to Jamnagar, encountered a storm near Dhrewad, a village of Okhamandal, on the Kathiawar coast, at 11 P.M. of the 21st February, when her mast, sails, yard, and other equipment, valued at R200, were lost. The cargo was partially lost, value R400. No life lost.

22. **Oratava.**—A British screw steamer, of Liverpool, 3,400 tons register, official No. 96348, age 9 years, classed at Liverpool, bound from Tilbury to Suez and Colombo, with a general cargo, value not stated, 240 passengers, and a crew of 158 men.

Stranded at 10·30 P.M. of the 22nd February on the Scilla reef, latitude 12° 52′ N., longitude 43° 4′ E., Red sea. A strong north-westerly current and a heavy sea set the vessel to the westward, and as thick weather obscured the lights, every attempt on the part of the Master to turn the vessel to northward, until the weather cleared, proved unavailing. She heeled over seawards, bumped heavily, sprung a leak and grounded. Assistance was rendered in every possible way by the Aden Government, and the *Meyun*, *Ganges*, *Sheikh Berkhud* and *Amber* were engaged to discharge the cargo and remove the passengers. She was ultimately towed off and anchored at Perim ; and on a survey being held she was found fit to proceed on her voyage. No damage to vessel or cargo reported. No life lost.

23. **Rangalio.**—A British Indian batel, of Veraval, 36 tons register, official No. 4, age 6 years, bound from Broach to Veraval and Navibandar, with a cargo of cotton seeds, valued at R1,750, and a crew of 6 men.

Encountered a gale at 9 A.M. of the 24th February, in the harbour of Navibandar, Kathiawar coast, and in order to save the vessel and the lives of the men in it, a portion of the cargo had to be jettisoned, value estimated at R300. She also lost a small sail, a yard, and three anchors, valued at R75. No life lost.

24. **Bille.**—A German iron barque, of Hamburg, 737 tons register, official number not given, age 21 years, classed at Lloyd's 100 A.I., bound from Hamburg to Rangoon, with a general cargo and salt, value not stated, and a crew of 14 men.

This vessel when in latitude, 42° S., longitude 69° E., Indian ocean, encountered a gale at 11 P.M. of the 24th February, and lost her foretop-mast yards, jibboom, etc. The value of the damage is estimated at R10,000. The cargo of salt was damaged, value not stated. No life lost.

25. **Bhawanipasa.**—A native craft, of Navibandar, 37 tons register, official No. 27, age 6 years, bound from Bombay to Navibandar, with a cargo of kerosine oil and molasses, etc., and a crew of 6 men.

This vessel was overtaken by a storm when she came in sight of Navibandar, on the Kathiawar coast, at 11 P.M. of the 24th February and was about to founder, but by jettisoning a portion of the cargo she was righted, and after riding at anchor for half the day, she sailed for Porbandar where she arrived in safety. The damage sustained by the vessel is estimated at R100. The cargo jettisoned is valued at R425. No life lost.

26. **Gulali.**—A British Indian muchwa, of Bankot, 21 tons register, official No. 5233, classed as a country craft, age not known, bound from Bankot to Achra and Calicut, with a cargo of onions, valued at R200, and an ox, valued at R15, and a crew of 9 men.

Stranded on the bar of the Savitri creek, Bombay coast, at 4 P.M. of the 25th February. The vessel encountered a strong head wind and being unable to proceed out of the creek she anchored near the bar ; but one of the cables

having given way, she dragged the other on to the bar where she stranded and was damaged to the extent of R350. Cargo of the value of R125 was damaged. No life lost.

27. **Darya Dawlat.**—A British Indian muchwa, of Bhavnagar, 73 tons register, official No. 394, age not known, bound from Calicut to Jaffrabad, with a cargo of mango wood planks, jungle wood beams, jawari, etc. valued at R1,221, and a crew of 9 men.

This vessel having encountered a violent head wind at 2 A.M. of the 26th February, anchored for shelter in the small port of Ambashi, a sub-port of Boriabandar, Bombay coast, when the cable having given way, the Tindal hoisted sail and tried to put to sea, but the vessel was driven on a rock and her bottom stove in. She then drifted ashore and was damaged to the extent of R2,000. Cargo to the amount of R700 was damaged. No life lost.

MARCH.

28. **Lady Gordon.**—A British screw steamer, of London, 316 tons register, official No. 95448, age 9 years, classed at Lloyd's 100 A.I., bound from Trincomalee to Colombo *vid* Baticaloa, with a general cargo, 106 passengers, and a crew of 38 men.

Stranded on the Baticaloa roadstead at 9 P.M. of the 1st March. The vessel had dropped anchor in 5 fathoms and shortly after it was noticed that she was rather close in to shore when swung round; soundings were taken and it was found that she had only two fathoms aft on the port side, and 7 feet on the starboard. Signals were then made for assistance from the shore, but only one boat came which was of very little use. The passengers, mails and cargo were got off safely in the ship's boats. The vessel sustained no damage. No life lost. The accident is attributed to an error of the Master.

29. **Boadicea.**—A British steel and iron ship, of London, 1,824 tons register, official No. 79129, age 10 years, classed at Lloyd's 100 A.I., bound from Barry to New York and Bombay, with a cargo of petroleum, value not known, passenger (Master's wife), and a crew of 28 men.

This vessel encountered a cyclone at 8 P.M. of the 10th March, when in latitude 25° 28′ S., longitude 69° 11′ E., Indian ocean, and had her fore top gallant mast and two lower topsails carried away, also lost a lifeboat, value not reported. No loss of cargo. No life lost.

30. **Harsingar.**—A British Indian ganja, of Navanagar, 105 tons register, official No. 236, age not known, bound from Beypore to Vengurla and Cutch, with a cargo of timber, cocoanuts, and copras, valued at R2,016-4-0, and a crew of 8 men.

This vessel being on her voyage was found to be very leaky; the Tindal consequently made for the port of Achra, Bombay coast, but being unacquainted with the entrance to the harbour she got aground at 1 A.M. of the 24th March on the beach and was damaged to the extent of R500. The cargo also was damaged, value R500. No life lost.

APRIL.

31. **Rydal Hall.**—A British screw steamer, of Liverpool, 2,139 tons register, official No. 96395, age 8 years, classed at Lloyd's 100 A.I., bound from London to Colombo and Rangoon, with a cargo of rice, value not reported, and a crew of 56 men.

Collided with the S. S. *Java*, at Crisp Street buoy, Rangoon river, Burma coast, as she lay at her moorings at 7-30 A. M. of the 9th April. The *Java* was dropping up the river with the flood under charge of an Assistant Harbour Master, when she collided with the "*Rydal Hall*" and had her port bow dented. The value of the damage is not reported. No loss of cargo. No life lost. The accident is attributed to an error of the Harbour Master. The *Java* sustained no damage.

32. **Java.**—A British screw steamer, of Glasgow, 920 tons register, official No. 68016, age 25 years, bound from Calcutta to Penang, with a general cargo, value not reported, 75 passengers, and a crew of 66 men.

(*For details of a collision between this vessel and the "Rydal Hall" see Casualty Statement No. 31.*)

33. **Govind Prasad.**—A British Indian muchwa, of Kumta, 9 tons register, official No. 2038, age 9 years, was at Kumta, with a cargo of betel nuts, valued at ₹1,800, and a crew of 13 men.

Capsized while attempting to go over the bar at the entrance of the Kumta creek, Bombay coast, at 7-30 A.M. of the 13th April; a heavy sea breaking over the vessel, she was upset and damaged to the extent of ₹100; cargo of the value of ₹45 was lost, and about ₹146 worth was damaged. No life lost.

34. **Ruparel.**—A British Indian padow, of Jaffrabad, 20 tons register, official No. 56, age 25 years, bound from Bombay to Cambay, with a cargo of sugar and iron, valued at ₹3,063-8, and a crew of 4 men.

Stranded on a bank off Bhagwa, in the gulf of Cambay and sprung a leak at 11 P. M. of the 17th April. She was lightened by jettisoning some of her cargo and brought in to Gogo. The damage to the vessel is estimated at ₹100. The cargo lost is valued at ₹1,045-8. No life lost.

35. **Futtel Barry.**—A Persian wooden barque, of Linga, 589 tons register, official number and age not known, bound from Calcutta to Linga, with a cargo of coal, valued at ₹3,992-7-0, and a crew of 32 men.

Grounded in the Dredge channel, Mud Point, about 100 yards from the black buoy, Hooghly river, as she was proceeding down under pilotage charge at 4-15 P.M. of the 18th April. The damage to the vessel is estimated at ₹1,200. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

36. **Dalhousie.**—A British twin-screw steamer, of Calcutta, 62 tons register, official No. 97582, age 8 years, classed at Lloyds' 100 A. I., employed in the Hooghly river as a steam tug, with a crew of 45 men; no cargo.

Grounded in the Dredge channel, Mud Point, Hooghly river, on the 18th April. The vessel apparently sustained no damage. No life lost. The accident is attributed to the Mud Point buoy being out of position.

37. **Madura.**—A British screw steamer, of Glasgow, 1,273 tons register, official No. 68080, age 3 years, bound from Rangoon to Calcutta, with a general cargo, value unknown, 479 passengers, and a crew of 77 men.

Grounded on a mud flat, at Hooghly Point, as she was proceeding up the Hooghly river under pilotage charge at 1 P.M. of the 21st April. The vessel sustained no damage. No loss of cargo. No life lost.

MAY.

38. **Duntrune.**—A British iron ship, of Belfast, 1,457 tons register, official No. 75389, age 22 years, classed at Lloyd's 100 A.I., bound from Barry to Colombo and the channel, for orders, in sand ballast, and a crew of 22 men.

This vessel was lying at anchor at Botatoung, Rangoon river, at 3 P. M. of the 1st May, when the barque "*Crummock Water*" while dropping up to berth with the tide collided with her. Owing to a strong wind blowing on the bow, the spanker boom lift caught the end of the Duntrune's bowsprit and unshipping the boom and gaff bent and damaged two or three stanchions on the poop. The accident was trifling. No life lost.

39. **Crummock Water.**—A British iron barque, of Liverpool, 995 tons register, official No. 78777, age 19 years, classed at Lloyd's A.I., bound from Antwerp to Madras and Rangoon, with a crew of 18 men, no cargo.

(*For details of a collision between this vessel and the "Duntrune," see Casualty Statement No. 38.*)

40. **Rohamani.**—A British Indian wooden brig, of Chittagong, 187 tons register, official No. 16 of 1894, age 3 years, bound from Rangoon to Chittagong and Calcutta, with a cargo of earth oil, valued at R1,500, iron valued at R3,500, and 11 sampans, valued at R275; and a crew of 14 men.

Encountered high winds, rain, and hail, at 11 P.M. of the 5th May on her way from Rangoon to Calcutta, latitude 16° 36′ N., longitude 91° 23′ E., bay of Bengal. Her topmast was broken into pieces, the mizzen mast split, and main and fore sails carried away; and as the vessel was rolling heavily the contents of five casks of earth oil had to be emptied in order to save the vessel, which had sprung a leak. The damage to the vessel is estimated at R1,000. The cargo lost is valued at R75. No life lost.

41. **Harsingar.**—A British Indian vessel, of Kurrachee, 33 tons register, official No. 1118, age 17 years, classed as a coasting craft, bound from Sirganda to Kurrachee, with a cargo of grain, valued at R1,958, and a crew of 7 men.

Encountered boisterous weather at noon of the 6th May, when in the Kajam bar, Sirganda creek, Sind coast, and was damaged to the extent of about R200. The greater portion of the cargo, valued at R1,282 was lost, and a portion damaged. No life lost.

42. **Rampassa.**—A native craft, of Navibandar, 88 tons register, official No. 49, age 5 years, classed as a kotia, bound from Navibandar to Broach and Porbandar, with a cargo of cotton seeds, wheat, til seeds, etc, valued at R4,000, and a crew of 8 men.

Encountered boisterous weather at 12 P.M. of the 6th May, when at the Danda (or rock) near Gopenath, Sind coast, and was about to be capsized when it was considered necessary to jettison a portion of the cargo, valued at R1,000. The damage to the vessel is estimated at R50. No life lost.

43. **Haddon Hall.**—A British screw steamer, of Liverpool, 2,677 tons register, official No. 105356, age 2 years, classed at Lloyd's 100 A.I., bound from London to Mombassa, with railway material, and 54 passengers. Number of crew not stated.

Grounded at Mombassa, Africa east coast, Arabian sea, on the 6th May. After discharging her cargo at Mombassa, she came to Calcutta and was dry docked for examination. It was found that her bottom was damaged from

midship forward, four keel plates, eight bottom plates and a number of frames and other plates were buckled, dented, and damaged. Temporary repairs were effected which were completed in a few days. No damage to cargo. No life lost.

44. **Yeshwanty.**—A British Indian vessel, of Viziadurg, 5 tons register, official No. 5435, age not known, bound from Chindar to Achra and Viziadurg, with a cargo of tiles, valued at R14, and a crew of 2 men.

Stranded near the entrance of the Achra creek, Bombay coast, at 4 A. M. of the 16th May, owing to strong northerly winds, and was damaged to the extent of R100. The whole of the cargo was lost. No life lost.

45. **Daulat Kaderi.**—A British Indian mahagiri, of Uran, 29 tons register, official No. 2532, age not known, bound from Antora to Bombay, with a cargo of firewood valued at R200, and a crew of 7 men.

Stranded on a sunken rock at Bandar Karadi in the Antora creek, Bombay coast, at 2 A.M. of the 18th May, and was damaged to the extent of R50. No loss of cargo. No life lost.

46. **Laxmi.**—A British Indian muchwa, of Mahim, 10 tons register, official No. 1306, age 9 years, bound from Dantivra to Bombay, with a cargo of firewood, valued at R66, and a crew of 8 men

Stranded on a rock in the Arnala creek, Bombay coast, at 7 A.M. of the 18th May. A hole was knocked in her bottom and as she took in water she capsized and was damaged to the extent of R35. Cargo to the value of R35 was lost. No life lost.

47. **Macheri.**—A British Indian muchwa, of Cambay, 94 tons register, official No. 47, age about 35 years, bound from Cambay to Bhavnagar, with a cargo of pulse and tobacco, valued at R1,100, 8 passengers, and a crew of 6 men.

Grounded on a sand bank near the mouth of the Mahi river, Gulf of Cambay, at 6 P.M. of the 20th May. A strong south-westerly wind sprung up, broke her anchor ropes, etc., upset the vessel, and carried her away with the tide. The vessel was damaged to the extent of R100 and all her cargo was lost. One life (a woman) lost.

48. **Salamati.**—A British Indian muchwa, of Mangrol, 41 tons register, official No. 8, age not given, bound from Surat to Porbandar, with a cargo of cotton seeds, valued at R2,800, and a crew of 6 men.

Stranded on a rock near Jaffrabad, Kathiawar coast, at midnight of the 20th May. She was overtaken by a storm while entering Mahuva, dashed against a rock and was damaged to the extent of R500. Cargo to the amount of R2,500 was lost. No life lost.

49. **Cachemire.**—A French screw steamer, of Marseilles, 2,063 tons register, official number not given, age 13 years, classed at the Bureau Veritas A. A. $\frac{1}{3}$+, bound from Jibuti to Marseilles, with a cargo of rice and pepper, value not stated, 421 passengers, and a crew of 61 men.

Stranded at the entrance of Perim harbour, Red sea, on the 21st May, owing to a strong current. The vessel sustained no damage. No loss of cargo. No life lost.

50. **Alimadat.**—A native craft, of Porbandar, 74 tons register, official No. 51, age 9 years, bound from Kurrachee to Porbandar, with a cargo of bajri, rice, wheat, potatoes, and matches, valued at R8,260, two passengers, and a crew of 8 men.

Encountered a storm near Ghodabari, Sind coast, at 6 A.M. of the 21st May, and as the vessel was on the point of sinking, a portion of the cargo to the amount of ₹2,354 was jettisoned to save her. No damage to the vessel. No life lost.

51. **Alimadat.**—A British Indian padow, of Jaffrabad, 34 tons register, official No. 219, age 8 years, bound from Baliapatam to Dabhol, with a cargo of cocoanuts, valued at ₹896, and a crew of 6 men.

This vessel arrived safely at Chiplun, Bombay coast, from Baliapâtam at 8 P.M. of the 23rd May, and when between Chiplun and Ratnagiri a storm came on suddenly and tore away her sails, and otherwise damaged her to the extent of ₹300. Cargo to the amount of ₹336 was jettisoned to save the vessel, but the remaining portion of the cargo was not damaged. The vessel eventually anchored at the mouth of the Nerbudda river. No life lost.

52. **Ethiopia.**—A British screw steamer, of Glasgow, 1,302 tons register, official No. 68120, age 23 years, classed at Lloyd's, bound from Calcutta to Rangoon, with a general cargo, value not stated, and a crew of 82 men.

Collided with a cargo boat, off Sparks' Street pontoon, Rangoon river, Burma coast, and sank her at midnight of the 28th May. No damage to the steamer. No loss of cargo. No life lost. The accident is attributed to the cargo boat attempting to cross the bows of the steamer.

JUNE.

53. **Sakhri.**—A British Indian muchwa, of Karanja, 6 tons register, official No. 423, age not known, bound from Bombay to Karanja, with a crew of 5 men, no cargo.

Capsized in a gale of wind at 7 P.M. of the 8th June while on her way to Karanja, Bombay coast, and was damaged to the extent of ₹15. No life lost; the crew having been saved by means of a tony sent from the shore.

54. **Gorsedd.**—A British screw steamer, of Cardiff, 2,451 tons register, official No. 98450, age 2½ years, classed at Lloyd's 100 A.I., bound from Calcutta to Bombay, with a cargo of coal, value unknown, and a crew of 54 men.

Collided with the S. S. *Florida* at 7 A.M. of the 11th June, whilst both vessels were moored in Bombay harbour. The accident occurred during a heavy squall from the north-east, the *Gorsedd* dragging her ebb anchor swung to the wind and fouled the *Florida*. Both vessels were somewhat damaged. The *Gorsedd* had her iron rails, stanchions, etc., broken, whilst the *Florida* had about 52 feet of her bulwarks broken. No loss of cargo. No life lost.

55. **Florida.**—A British screw steamer, of London, 2,050 tons register, official No. 87038, age 15 years, classed at Lloyd's 100 A.I., bound from Calcutta to Bombay, with a cargo of coal, value unknown, and a crew of 29 men.

(For details of a collision between this vessel and the "Gorsedd" see Casualty Statement No. 54.)

56. **Barrister.**—A British screw steamer, of Liverpool, 3,080 tons register, official No. 102077, age 4 years, classed at Lloyd's 100 A.I., bound from Liverpool to Calcutta, with a general cargo and salt, value not reported, one passenger, and a crew of 65 men.

Grounded to the north of the Brool sand, Roypore crossing, river Hooghly, as she was proceeding up under pilotage charge. She went up the bank

during a heavy shower of rain and was aground from 10-55 A.M. of the 12th to 9-30 A.M. of the 13th June, but sustained no damage. No loss of cargo. No life lost.

57. **Bundee.**—A native craft, of Cutch-Mandvi, 51 tons register, official No. 1985, age 8 years, bound from Mangalore to Jamnagar, with a cargo of Mangalore tiles and ridges, valued at R730, and a crew of 7 men.

Sprung a leak at 10 A.M. of the 19th June at Baberkot, near Jaffrabad, Kathiawar coast, owing to strong winds and rough sea. As the ship rolled heavily the cargo dashed against the boards and damaged her to the extent of R2,300. Cargo to the amount of R630 was lost, and about R100 damaged. No life lost.

58. **Apollo.**—A British screw steamer, of Newcastle, 2,429 tons register, official No. 106610, age under one year, bound from Cardiff to Port Said, with a cargo of coal, value not stated, and a crew of 28 men.

Stranded at Mokha, Red sea, on the 23rd June, but sustained only slight damage, value not reported. No loss of cargo. No life lost.

59. **Sheikh Berkhud.**—A British screw steamer, of Greenock, 158 tons register, official No. 98302, age 6 years, classed at Lloyd's A.I., bound from Bulhur to Aden, in ballast, 14 passengers, and a crew of 33 men.

Stranded at 7-45 A.M. of the 24th June in Berberah harbour, British Somali land, Africa east coast. The vessel drifted to leeward before she got under way during a strong and increasing south-west gale. No damage to vessel or cargo reported. No life lost.

60. **Matin.**—A British screw steamer, of Dundee, 2,433 tons register, official No. 99219, age 4 years, classed at Lloyd's 100 A.I., bound from Newport to Kurrachee, with a cargo of railway material, value not reported, and a crew of 57 men.

This vessel when in latitude 24°30′ N., longitude 66°14′ E., Arabian sea, had her high pressure cylinder blown out at midnight of the 26th June, and the vessel completely disabled when about 20 miles off the port of Kurrachee, Sind coast. The value of damage to the engine is not reported. No loss of cargo. No life lost. The vessel effected temporary repairs to enable her to proceed to Bombay and discharge a portion of her cargo.

A Court of Inquiry held to investigate the circumstances were of opinion that the explosion was due to a latent flaw in the casing of the intermediate receiver which must have been developed in the process of casting and which could not have been detected by any diligence on the part of the Chief Engineer or other Engineers on board. They therefore considered that the explosion was entirely accidental and that none of the ship's officers were in any way to blame for it.

JULY.

61. **Australia.**—A British four-masted barque, of Glasgow, 2,097 tons register, official No. 93319, age 11 years, bound from Calcutta to New York, U. S. A., with a cargo of jute, saltpetre, etc., valued at 10,967 dollars; number of crew not stated.

Collided with the steam-tug *Warren Hastings*, off Fulta point, Hooghly river, at 12-30 P.M. of the 1st July. Owing to tidal eddies off Fulta point, the ship *Australia* sheered first to starboard and then to port, and before the tug could get ahead she was struck by the barque and damaged. The *Australia*

had one bowsprit shroud carried away, and also the port jibboom guy. The tug had her main mast carried away about 8 feet above the decks, her starboard bulwarks in wake of the quarter pipe were also damaged, besides the teak wood rails on both sides in wake of the quarter pipes. She sustained several other small damages, but was not disabled to such an extent as to prevent her towing the *Australia* out to sea. The value of the damage sustained by these vessels is not reported. No loss of cargo. No life lost.

62. **Warren Hastings.**—A British twin-screw steamer, of Greenock, 82 tons register, official No. 93186, age 11 years, classed at Lloyd's 100 A.1., was employed in the Hooghly river on towage service, crew 49 men.

(For details of a collision between this vessel and the "Australia," see Casualty Statement No. 61.)

63. **Pundua.**—A British screw steamer, of Glasgow, 2,126 tons register, official No. 96008, age 9 years, classed at Lloyd's, bound from Singapore to Rangoon and Calcutta, with a general cargo, value not reported, 500 passengers and a crew of 88 men.

(For details of a collision between this vessel and the barque "Overdale," see Wreck Statement No. 33.)

64. **Minerva.**—A British screw steamer, of Newcastle, 2,322 tons register, official No. 106611, age 6 months, classed at Lloyd's 100 A. 1., bound from Barry to Suez and Colombo, with a cargo of coal, value not reported, and a crew of 29 men.

Grounded at midnight of the 9th July, about 12½ miles from Ras Gharib, gulf of Suez. She floated off again with the rise of the tide without sustaining any material damage. No loss of cargo. No life lost. The accident is attributed to miscalculation of distance from the land.

65. **Dhanprasad.**—A British Indian padow, of Bombay, 16 tons register, official No. 4815, age 12 years, bound from Dahanu to Mora with 26 empty casks, valued at R130, and a crew of 9 men.

Capsized at sea, off Mahim, Bombay coast, about 3 miles distant from the shore. The vessel set sail on the 9th July from Dahanu bandar, and when she was off Mahim stormy weather set in and upset her. On a portion of the cargo being jettisoned and on the water being baled out she was righted and proceeded on her voyage. The damage to the vessel is estimated at R475, the cargo jettisoned at R5, and the furniture belonging to the crew at R125. No life lost.

66. **Abdul Latif.**—A British Indian wooden schooner, of Chittagong, 61 tons register, official No. 6 of 1896, age 1 year, bound from Naraingunge to Chittagong, with a cargo of soorkie, valued at R600 and 23 mirdongs, valued at R28, and a crew of 9 men.

This vessel was lying at anchor near Patunga on the Chittagong coast, at 6 P. M. of the 15th July, when a high gale of wind parted one of the anchors, and she dragging the other stranded on a chur, and was damaged to the extent of R200. A life boat belonging to the vessel was also broken on the chur. She floated off after a month after jettisoning all her cargo. No life lost.

67. **Dawn.**—A British steam launch, of Surat, 16 tons register, official No. 4441, age 1 year, bound from Bahadan to Fulpara and Surat bandar, with 30 passengers, and a crew of 10 men.

Collided with the railway bridge at Amraoti, Bombay coast, at noon of the 29th July. When near the bridge a pin in the steering apparatus broke, she became unmanageable and was carried against one of the pillars of the bridge

by the force of the flood tide and damaged to the extent of R100. A girl about 8 years old fell overboard and was drowned. The vessel was in ballast.

AUGUST.

68. **Palinurus.**—A Dutch screw steamer, of Amsterdam, 1,620 tons register, official No 615, age 11 years, classed at Amsterdam A., bound from Tjetaljop to Amsterdam, with a general cargo, value not stated, and a crew of 39 men.

Lost the propeller with the tail shaft going outside of stem tube, at 10 A.M. of the 1st August, when in latitude. 0-24′ N, long. 59° 10′ E. Indian ocean. No damage to cargo. No life lost.

69. **Laxmeeprasad.**—A British Indian padow, of Bhavnagar, 59 tons gister, official No. 311, age 13 years, bound from Mowa to Bombay, with 18 passengers, and a crew of 11 men, no cargo.

This vessel left Mowa on the 5th August, and whilst on her voyage to Bombay she encountered a gale during which the sail and yards were torn and broken, the hawsers parted, and the anchor was lost; and as the padow became unmanageable, she drifted on to the rocks off Popkran near Navapur bandar, and was damaged to the extent of R2,000. No life lost.

70. **Maharaja.**—A British screw steamer, of Liverpool, 1,046 tons register, official No. 81268, age 18 years, classed at Lloyd's 100A.I., bound from Calcutta to Chittagong, with a general cargo, value not stated. Number of crew not stated.

This vessel whilst proceeding up the Kurnafully river, under pilotage charge, at 9-30 A.M. of the 6th August, unshipped her jibboom below Kumarkhally, Chittagong coast, in endeavouring to avoid a collision with the schooner *Somadar Appadu* which was sailing across the channel at the time. No loss of cargo. No life lost.

71. **Erne.**—A British iron ship, of London, 1,528 tons register, official No. 91923, age 11 years, classed at Lloyd's 100A.I., bound from the Cape to Calcutta, in ballast.

Collided with the pilot brig *Fame* as she was proceeding up the bay of Bengal at 2-15 A.M. of the 8th August. The pilot-brig *Fame* was lying at single anchor at the Sandheads; Eastern channel light bearing N. E. by E. about 5 to 6 miles from the brig; ship's head bearing about S. S. E. The *Erne* miscalculating her distance from the brig, and supposing the brig to be under way, came right on her and damaged her bowsprit, jibboom, etc., the starboard side of forecastle head and deck were stove in and starboard gig damaged, value estimated at R3,165.

A Court of Inquiry, held under Section 7 of Act V of 1883 (the Indian Merchant Shipping Act) as amended by Act VI of 1891, to investigate into the cause of the collision, charged the Master of the *Erne* with committing a wrongful act in not passing the stern of the pilot brig *Fame*, when she was at anchor and in attempting to cross her bow, thereby causing damage to the said brig and committing an offence under Section 9 of Act V of 1883. The Court were unanimous in their opinion that the Master had committed an error of judgment, and the Lieutenant Governor of Bengal in reviewing the proceedings considered that the fault of the Master was of a most serious and dangerous character.

72. **Starling.**—A British inland steamer, of Calcutta, 145 tons register, no official number, age 10 years, bound from Naraingunge to Chandpore and Jalacotta, with a general cargo, valued at R1,300. 40 third class deck passengers, and a crew of 18 men.

This vessel whilst proceeding down from Narraingunge collided with the flat "*Koel*" at Fultala at 3 P.M. of the 13th August, and stove in her bow. The damage to the vessel is estimated at ₹1,500. The accident is attributed to the *Starling* not answering her helm. After some temporary repairs, she steamed round to Calcutta and was docked. No loss or damage to cargo. No life lost.

(*See also Wreck Statement No. 35.*)

73. **Haripasha.**—A British Indian batel, of Cutch-Mandvi, 49 tons register, official No. 2354, age 3 years, bound from Mandvi bandar to Beyt Dwarka and Busra, with a crew of 8 men. No cargo.

Encountered a gale at 2 A.M. of the 20th August at Shil, under the Junagadh State, Kathiawar coast, and the Tindal having lost control over the vessel, she became unmanageable, and drifting on to the rocks she was damaged to the extent of ₹400. No life lost.

SEPTEMBER.

74. **Rangoon.**—A British screw steamer, of Glasgow, 2,523 tons register, official No. 106086, age 3 months, bound from Rangoon to Perim and Liverpool, with a general cargo, value not reported, 7 passengers, and a crew of 66 men.

This vessel had her boilers leaking, owing to faulty rivetting, when she was 2 miles south of Perim, Red sea, on the 3rd September. She put back to Perim, without sustaining any damage to vessel or cargo. No life lost.

75. **Nawalool Bari.**—A British Indian manji, of Calicut, 15 tons register, official No. 1, age 1 year, not classed, bound from Calicut to Ponani, with a cargo of salt, valued at ₹1,181-4, and a crew of 6 men.

Grounded at the mouth of the Ponani river, Malabar coast, at 8 P.M. of the 7th September. The rudder of the vessel having given way while crossing the bar, she became unmanageable and turning round ran over a sand bank and was upset, sustaining only slight damage; value estimated at ₹25. The whole of the cargo was lost. No life lost.

76. **Mahomed Samdany.**—A British Indian dhony, of Negapatam, 76 tons register, official No. 11 of 1897, age 39 years, bound from Pesalai to Negapatam, in ballast, and a crew of 76 men.

Collided with the *Japanole Mathova Parany*, a dhony of 45⅔ tons burthen. This vessel was lying in the Negapatam roadstead, Malabar coast, at 11 P.M. of the 8th September, when a sudden north-westerly squall caused her to drag her anchors and sustain some damage. No life lost.

77. **Ramprasad.**—A British Indian muchwa, of Revdanda, 4 tons register, official No. 485, age 28 years, bound from Pezari to Karanja, with a crew of 5 men. No cargo.

Capsized in a gale of wind at 3 P.M. of the 9th September off Rewas pier in the Karanja creek, Bombay coast, and was damaged to the extent of ₹40. No life lost, as the accident took place in shallow water.

78. **Palaki.**—A native vessel, of Porbandar, 162 tons register, official No. 131, age 4 years, bound from Nusaba, in the island of Madagascar, South Africa, to Porbandar, with 400 pieces of bhudthi, valued at ₹400, and a crew of 12 men.

Encountered a heavy gale at 2 A.M. of the 11th September, at Rajanikhandi, Arabian sea, on her way to Porbandar, and as she was about to founder

a portion of the cargo was jettisoned, value estimated at R28. The vessel was damaged to the extent of R50. No life lost.

79. **Verisal.**—A native craft, of Kurrachee, 54 tons register, official No. 6, age 10 years, bound from Kurrachee to Navibandar, with a cargo of bajri and red rice, valued at R4,400, and a crew of 6 men.

Encountered a heavy gale and rain at 10 P. M. of the 12th September on her way from Kurrachee to Navibandar, near Miani bandar, Kathiawar coast, and as the vessel was about to founder a portion of the cargo to the amount of R1,200 was jettisoned; whilst the mast and sails of the vessel were also carried away, value estimated at R300. No life lost.

80. **Parwati.**—A British Indian jolly boat, 6 tons register, official No. 5138, age 9 years, bound from Bankot to Bombay, crew 7 men, no cargo.

This vessel whilst on the Alibag bar, Bombay coast, encountered bad weather and a heavy sea, and as she began to fill with water an attempt was made to run her into the Alibag creek; but before this could be done, she settled down at 9·30 A.M. of the 12th September and lost her tackle, valued at R30. No life lost.

81. **Taurus.**—A Norwegian screw steamer, of Tonsberg (Norway), 1,367 tons register, official No. 587, age 6 years, classed at Lloyd's 100 A.I., bound from Moulmein to Bombay, with a cargo of timber, value not stated, 2 passengers, and a crew of 24 men.

Grounded on the Mupun island channel, Rangoon river, at 4 P. M. of the 15th September. The steamer weighed anchor and proceeded down the river at 2-30 P. M. of that day. On arriving at the first black buoy, the vessel went aground at full speed, evidently owing to the wrong directions given by the Pilot. The ship was aground for an hour and a half; at the middle portion in 16 to 18 feet and at the forward and stern there was sufficient water. She remained aground until 5 P. M. when the water rose and the ship came afloat without any visible damage. No loss of cargo. No life lost.

A special Court of Inquiry was held under Section 6 of the Burma Pilots Act, 1883, to investigate a charge of incompetency against the Pilot. The Court, upon the evidence before it and its own knowledge acquired by a visit to the scene of the accident, found that the defendant whilst in charge of the steamer was sober, and that the accident can only be accounted for from a highly probable defective vision of the defendant, who was close upon 65 years of age, which led him too far to the westward of the channel, and caused the vessel to ground.

The Lieutenant Governor of Burma taking everything into consideration directed that the Pilot's Licence be cancelled.

82. **Sakri.**—A British Indian batel, of Kurrachee, 96 tons register, official No. G. 94, age 13 years, bound from Kurrachee to Behrein, with a cargo of charcoal, cotton, soap, iron, candles, kerosine oil, etc., valued at R2,732, eight passengers, and a crew of 10 men.

Grounded on the reefs off Koh Mubarak, near Jask, in the Persian gulf, at 4 A. M. of the 21st September. The compass being out of order the vessel went out of her course and got aground. The vessel and all her cargo were forcibly taken possession of by the inhabitants of Koh Mubarak, but the crew were saved by another kotia.

83. **Cashmere** (*late Thibet*).—A British screw steamer, of Bombay (*late of Dundee*), 1,695 tons register, official No. 70628, age 23 years, bound from Mauritius to Calcutta and Bombay, with a cargo of coal, value unknown, 2 passengers, and a crew of 76 men.

Grounded on Gaspar Sands, at 8-54 P. M. of the 22nd September whilst proceeding down the Hooghly river, under pilotage charge; Saugor light bearing N. 11° W., Lower Gaspar light N. 79° E. The vessel floated after two hours and anchored at Saugor, being damaged to the extent of R2,000. No loss of cargo. No life lost. The accident is attributed to an error of the Pilot.

84. **Laxmiprasad.**—A British Indian muchwa, of Bassein, 9 tons register, official No. 3303, age 12 years, bound from Bhiwndi to Bombay, with a cargo of firewood, valued at R44, and a crew of 7 men.

This vessel was lying high and dry on one side on the bank of the creek at Nadenkhi, a sub-port of Bhiwndi, Bombay coast, and at midnight of the 23rd September a heavy shower of rain having fallen and swelled up the creek, the vessel heeled over and all her cargo was washed out and lost. The damage to the vessel is estimated at R30. No life lost.

85. **Fath Ali.**—A Persian ghuncheh, of Muscat, 136 tons register, official No. 3, age 18 years, bound from Muscat to Katif and Kurrachee, with a cargo of dry dates in bags and in bulk, valued at R10,920, and a crew of 17 men.

Stranded on the reefs off Kais island, Persian gulf, and at midnight of the 24th September she sprung a leak and settled down owing to bad weather and heavy sea. The damage to the vessel is not stated; but part of the gear was salved, the rest having been damaged with the vessel. The whole of the cargo was lost, with the exception of 180 bags of damaged dates which were salved, value R10,200. No life lost.

86. **Deepdale.**—A British screw steamer, of Sunderland, 1,650 tons register, official No. 81484, age 17 years, classed at Lloyd's 100 A.I., bound from Bombay *viâ* coast ports to Calcutta and Negapatam, with a carge of coal, value not stated, and a crew of 42 men.

Stranded at 8-30 A. M. of the 28th September, on the Coromandel coast, 22 miles south of Negapatam, point Calimere bearing S. W. by S. ½ S., owing apparently to a strong set of the tide to the southward which caused the vessel to overrun her distance; and to heavy rain and hazy weather which prevented Negapatam light being seen. No damage to vessel or cargo. No life lost.

OCTOBER.

87. **Kristna Murthy.**—A British Indian wooden brig, of Masulipatam, 180 tons register, official No. 2 of 1891, age 15 years, not classed, bound from Masulipatam to Calcutta, in ballast, and a crew of 17 men.

This vessel having encountered a storm at 7 P. M. of the 4th October was dismasted, lost her rudder, had her pumps choked, and altogether she leaked badly, when in latitude R17° 13′ N., longitude 84° 0′ E. bay of Bengal. The value of damage to the vessel is estimated at R5,000. No life lost.

88. **Gleneard.**—A British steel ship, of Port Glasgow, 1,786 tons register, official No. 102562, age 4 years, classed at Lloyd's 100 A.I., bound from Port Glasgow to New York and Calcutta, with a cargo of kerosine oil, value not known, and a crew of 28 men.

This vessel was steering for the Pilot brig, when she encountered heavy rain squalls from the south-ward and high seas. Owing to heavy seas prevailing, the vessel could not tack, but had to ware round each time it was necessary to change tacks. The position when the order was given to ware ship was one mile off the edge of the Saugor sands and at the top of high water, and as she took a long time to pay off when waring, and this combined with the wind falling light, caused the vessel to take the ground at 4-15 A. M. of the 5th October; Intermediate light-vessel bearing S. 11° E., Lower Gasper light bearing N. 36° W. magnetic. The "*Glenard*" was floated successfully with the aid of the steam tug *Dalhousie* at 4 P. M of the 7th October. The damage to the vessel and cargo is not reported. No life lost.

A Court of Inquiry held lunder Section 7 of Act V of 1883 (the Indian Merchant Shipping Act) as amended by Act VI of 1891, to investigate into the cause of the stranding, were of opinion that the Master of the "*Glenard*" did everything in his power for the welfare of his vessel and did not therefore think it necessary to frame any charge against him.

89. **Macheri.**—A British Indian muchwa, of Bhavnagar, 8 tons register, official No. 527, age 50 years, bound from Bhavnagar to Bavaliari for the purpose of cutting wood. Crew 3 men.

Stranded at 5 P. M. of the 14th October at Gogo near the Kud coast, gulf of Cambay. The vessel having parted from her anchor became unman a geable, and striking against a rock her side was partly stoved in. She then dragged along the coast to Gogo, and in the passage sustained further injuries. The damage is estimated at R40. No life lost.

90. **Hanmant.**—A British Indian muchwa, of Rai, 10 tons register official No. 2845, age 7 years, bound from Kalyan to Bombay, with a cargo of bricks, valued at R48; and a crew of 5 men.

This vessel was proceeding to Bombay from Kalyan, and whilst passing the railway bridge in the Thana creek, about 6 A.M. of the 18th October, she was drifted along by the force of the current to a rock which knocked a hole in her bottom, and as she gradually filled with water, the whole of her cargo was thrown overboard by the crew to prevent her from heeling over. The vessel, however, was damaged to the extent of R22. No. life lost.

91. **Laxmee.**—A British Indian mahagiri, of Thana, 16 tons register, official No. 6357, age 18 years, bound from Kalyan to Bombay, with a cargo of bricks and rice, valued at R102, and a crew of 7 men.

Stranded on a rock at Bandar jetty, Bombay coast, at 1 A.M. of the 19th October, and could not be floated. When the tide set in, it was found that all her timbers, which were old were strained, and as the vessel was filling in rapidly with water, it was considered necessary to jettison a portion of the cargo. She then floated off and was turned ashore, having been damaged to the extent of R200. The cargo damaged is valued at R18. No life lost.

92. **Lindula.**—A British screw steamer, of Glasgow, 2,180 tons register, official No. 95083, age 9 years, classed at Lloyd's, bound from Calcutta to Rangoon and Singapore, with a general cargo, value not stated, 60 passengers, and a crew of 91 men.

Stranded at noon of the 21st October, on the Syriam flat, Rangoon river, as she was proceeding up under pilotage charge. She was aground for about 25 minutes, but sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act (V of 1883) to investigate the cause of the grounding, were of opinion that the Pilot was solely to blame for the accident and was accordingly warned for carelessness in giving the wrong order.

93. **Celtic Queen.**—A British steel ship, of Liverpool, 1,738 tons register, official No. 97860, age 6 years, classed at Lloyd's 100 A.I., bound from Middlesboro' to Chittagong, with a cargo of jute, value not stated, and a crew of 25 men.

This vessel was in moorings in the Chittagong river, and having encountered a cyclone at 8 P. M. of the 24th October, was damaged to the extent of £5,000. A portion of the cargo was also damaged, value not stated. No life lost. After being surveyed and repaired she proceeded on her voyage.

94. **General Roberts.**—A British four-masted barque, of Liverpool, 1,914 tons register, official No. 91114, age 13 years, bound from Sunderland to Middlesboro' and Chittagong, with a cargo of jute, value not stated, and a crew of 32 men.

Stranded in the Chittagong river, at 6 P. M. of the 24th October, owing to a cyclone and tremendous freshets afterwards. She floated off with the flood tide at 11 A. M. and was towed to her anchorage by the steam tug *Gekko*. The vessel was subsequently surveyed and her hull was found undamaged, but her rudder-post above water was damaged. One anchor and chain slipped, value of damage to vessel not reported. No cargo damaged. No life lost.

95. **Valkyrie.**—A British steel ship, of Greenock, 2,172 tons register, official No. 98317, age 5 years, classed at Lloyd's 100 A.I., bound from Liverpool to Chittagong, with a cargo of jute, valued at R 80,000 and a crew of 25 men.

Collided with other vessels in the Chittagong river during the cyclone of the 24th October. She parted from her moorings and dragging her anchors fouled these vessels and was damaged to the extent of £250. No damage to cargo. No life lost.

96. **Boat. No. 1.**—A British Indian cargo boat, one-masted, of Nagore, tonnage and official number not given, age unknown, not classed, bound from Kodiyam-Palaiyam to Nagore, with a cargo of tiles, value not reported, and a crew of 5 men.

This vessel having embarked on her voyage encountered strong north-east winds and rough seas which drifted her against the shore at the southern mouth of the Coleroon river, two miles north-east of Kadiyam-Paliyam village, bay of Bengal, at 8 A M. of the 27th October, and was damaged to the extent of R100. Cargo to the amount of R19-8 was lost. No life lost.

NOVEMBER.

97. **Falcon.**—A British screw steamer, of Sunderland, 114 tons register, official No. 106414, age 1 year, classed at Lloyd's A.I., bound from Aden to the island of Socotra, in ballast, crew 31 men.

Stranded on the 11th November at Ras Redresseh off Socotra, latitude 12° 34′ N., longitude 54° 30′ E, Arabian sea, whilst the vessel was swinging to her moorings. The accident is attributed to an incorrect chart which showed 7 fathoms. She sustained no damage. No loss of cargo. No life lost.

98. **Ruparel.**—A British Indian padow, of Bhawnagar, 50 tons register, official No. 255, age unknown, not classed, bound from Bombay to Mangalore and Cochin, with a cargo of empty casks and iron shooks, value not reported.

This vessel was lying in the inner harbour of Cochin, Malabar coast, and in shifting her berth to the Custom House wharf at 5 A. M. of 12th November she was driven on to the mud bank opposite, owing to a sudden shift of the wind and strong tide, and a plank near the kelson having started, she sprung a leak, necessitating a portion of her cargo being jettisoned. The damage to the vessel is estimated at R15. The cargo lost is valued at R110. No life lost.

99. **Woodcock.**—A British screw steamer, of Glasgow, 59 tons register, official No. 93296, age 11 years, classed at Lloyd's 100 A.I., bound from Aden to Perim and Hodeidah, with a general cargo, 11 passengers, and a crew of 39 men.

Grounded in latitude. 14° 37′ N., longitude42° 31′ E., Red sea, at 5-23 A. M. of the 15th November, owing to hazy weather. She sustained no damage. No loss of cargo. No life lost.

100. **Sofala.**—A British steel barque, of Liverpool, 2,160 tons register, official No. 99399, age 5 years, classed at Lloyd's 100 A I., bound from Cardiff to Colombo and Boston, with a cargo of jute, valued at R40,000.

This vessel was lying at No. 3 Hastings moorings, Hooghly river, at 9 P. M. of the 16th November, when some of the crew noticed smoke issuing from No. 4 hatch in which a large cargo of jute had been stored. An alarm was raised, and it was soon discovered that the jute was on fire. The hatches were at once dropped down so as to prevent the flames assuming any serious proportions. Fire engines promptly went alongside the vessel and began pumping water into the fore and main hatches. The fire-engine was at play for fully two hours before the progress of the fire was arrested. The next day the vessel was removed from her moorings and anchored close to the shore where the cargo of jute, more or less damaged, was discharged. Nothing is known of the origin of the fire. The twin-deck beams and deck plates in the vicinity of the fire were badly bent; value not reported. The cargo damaged is estimated at R 30,000. No life lost.

101. **Daria Dowlat.**—A British Indianpadow, of Broach, 22 tons register, official No. 1858, age 6 years, bound from Broach to Bordi, in ballast, and a crew of 7 men.

Stranded on a sand bank, at 2 P. M. of the 28th November, opposite the village of Vengami on the Nerbudda river, gulf of Cambay. The vessel after leaving Broach encountered rough weather which capsized and damaged her to the extent of R30. No life lost.

102. **Nawab.**—A British screw steamer, of Liverpool, 2,041 tons register, official No. 96383, age 8 years, bound from Calcutta to Bombay and Tellicherry *viâ* coast ports, with a general cargo, value not stated, and a crew of 76 men.

Collided with the "*Amanath Rohoman*" at 3·30 A. M. of the 29th November when in lat itude. 14° 14′ N., long itude. 74° 6′ E. Malabar coast, Pigeon island bearing S. 73° E., distant 12 miles. The *Nawab* sustained no damage. No loss of cargo. No life lost. The "*Amanath Rohoman*" was totally lost, and 3 of her crew were drowned. The value of the vessel is estimated at R50,000. The cargo lost is valued at R15,000.

(*See also Wreck Statement No. 53.*)

103. **Mikado.**—A British screw steamer, of Hull, 2,306 tons register, official No. 102931, age 3 years, bound from Hull to Suez and Bombay, with a general cargo, value not stated, 10 passengers, and a crew of 35 men.

Collided with a steamer, (name not reported), on the 29th November when in latitude 29° 39′ N., longitude 32° 36′ E. gulf of Suez. The collision was caused by the other steamer trying to cross too close under the stem of this vessel which had her plate bent and 3 rivets broken, value not reported. No damage to cargo. No life lost.

104. **Ruparel.**—A British Indian padow, of Junaghad, 41 tons register, official No. 7, age not known, bound from Bombay to Broach, with a cargo of cocoanuts, valued at ₹1,120, and a crew of 5 men.

Sprung a leak at midnight of the 30th November. The vessel being anchored near the rocks, about two miles off the mouth of the Dehun creek, Bombay coast, parted her cable in consequence of a strong tide and was dashed against the rocks and damaged to the extent of ₹100. Cargo to the amount of ₹40·8 was lost. No life lost.

DECEMBER.

105. **Sakharia.**—A British Indian padow, of Jaffrabad, 20 tons register, official No. 34, age 15 years, bound from Talaja to Bombay, with a cargo of animal bones and horns, peacock feathers, ghee, sweetmeats, quill pens, and feathers, nut-crackers, and empty bags, the whole valued at ₹1,000, and a crew of 4 men.

The vessel set sail from Talaja bandar and had not proceeded far out to sea when her heel came in contact with a fishing stake, and she sprung a leak at 4 A.M. of the 1st December, between Bassein and Agashi, about 25 miles out at sea, Bombay coast, and was damaged to the extent of ₹700. To save the vessel from sinking nearly the whole of the cargo was jettisoned, and she was brought into the port of Gorai for repairs. No life lost.

106. **Homji.**—A British Indian kotia, of Bombay, 39 tons register, official No. 4808, age 1 year, bound from Bombay to Kurrachee, with a cargo of sulphuric acid, valued at ₹4,140, and a crew of 4 men.

This vessel whilst on her way from Bombay to Kurrachee capsized at 1 P. M. of the 1st December, at Harsad, in Miani, on the Kathiawar coast and caused a portion of her cargo of sulphuric acid to be set on fire, as also the lower planks of the vessel. The value of damage to the vessel is estimated at ₹50. Cargo damaged is valued at ₹375. No life lost.

107. **Amanath Poorany.**—A British Indian wooden schooner, of Jaffna' 87 tons register, official No. 97440, age 6 years, bound from Jaffna to Tuticorin in ballast, and a crew of 12 men.

This vessel left Jaffna at 6 P.M. of the 30th November and arrived at Tuticorin on the 4th December. She entered the inner harbour and the Master tried to anchor her near Devil's point, but on the way she grounded on a rock off Oripa, about a furlong from the buoy; Hare island light-house bearing south ½ mile, gulf of Manar. The accident is attributed to an error of the Master. The vessel sustained no damage. No life lost.

108. **Ceres.**—A British screw steamer, of Newcastle, 2,316 tons register, official No. 106609, age 2 years, classed at Lloyd's 100 A.I., bound from Madras to Calcutta, in water ballast, and a crew of 58 men.

Stranded at 7-40 A M. of the 4th December, on Saugor island, Hooghly river, and had two blades of her propeller broken. It is supposed that this vessel struck some partially submerged, wreckage as some rope was found on the tail end shaft apparently belonging to a wreck which had been blown up in the river some days previously. The value of damage to the vessel is not reported. No loss of cargo. No life lost.

109. **Africa.**—A British screw steamer, of Glasgow, 1,299 tons register, official No. 68108, age 20 years, classed at Lloyd's, bound from Calcutta to Rangoon, with a general cargo, value not stated.

Grounded on the 6th December, on Hastings shoal, Rangoon river, Burma coast, and floated off again at 11-10 A.M. of the same day. The vessel passed the Hastings black buoy at 7-15 A.M., the semaphore showing 6 feet just dropped, and at 7-23 A.M., the ship's way stopped; the Botatoung and Sule pagodas being nearly in line; the ship's draft being 17 feet 10 inches forward, and 18 feet aft. Both anchors were let go and all ports screwed, when she drifted a little to starboard and remained there for 3 hours and 47 minutes. The vessel sustained no damage. No loss of cargo. No life lost.

A special Court of Inquiry held under Section 7 of the Indian Merchant Shipping Act (V of 1883), to investigate the cause of the grounding were of opinion that the "*Africa*" grounded because the Pilot took her over the Hastings shoal when there was 17′ 4″ water on it, the vessel at the time drawing 18′.

110. **Sonapati.**—A British Indian muchwa, of Thana, 15 tons register, official No. 6104, age 40 years, bound from Puggaw to Bombay with a cargo of grass, valued at R64, and a crew of 7 men.

Stranded at Thana, Bombay coast, at midnight of the 9th December. She was near the bridge in the Thana creek, when she was carried along by the strong current, struck one of the piles of the bridge, capsized, and sank; but she was floated and brought ashore the next morning, having been damaged to the extent of R6. The whole of the cargo was lost. No life lost.

111. **Ruparel.**—A British Indian padow, of Gogho, 7 tons register, official No. 304, age 42 years, bound from Bilimora to Kalyan and Porbandar with a cargo of cotton seeds, valued at R400 and a crew of 4 men.

Encountered a storm at 10 P. M. of the 17th December at Surat Bari, gulf of Cambay, which necessitated a portion of the cargo being jettisoned, value estimated at R325. The vessel sustained no damage. No life lost.

112. **Merionethshire.**—A British screw steamer, of London, 1,950 tons register, official No. 104830, age 2 years, classed at Lloyd's 100 A. I., bound from London to Calcutta with 2 passengers, and a cargo of jute, value not stated.

This vessel burst her feed pump cylinder at Diamond Harbour, Hooghly river, at 11 A. M. of the 20th December, but she sustained no further damage. No loss of cargo. No life lost.

113. **Janeta.**—A British screw steamer, of Glasgow, 2,179 tons register, official No. 102668, age 3 years, classed at Lloyd's 100 A.I., bound from Hamburg to Kurrachee and Bombay, with a general cargo, value not reported, and a crew of 29 men.

Collided with the dinghy *Abad* in Kurrachee harbour, Sind coast, at 3-30 A. M. of the 21st December. The *Janeta* was in mid-channel and proceeding to sea, when the dinghy which was entering the harbour struck her. The damage done to the steamer and cargo is not reported. The damage to the dinghy is estimated at ₹300. A portion of her cargo was lost. No life lost. The accident is attributed to the dinghy not exhibiting light, until the steamer was close to.

114. **Abad.**—A British Indian dinghy, of Kurrachee, 20 tons register, official No. 321-C., bound from Ghorabari to Kurrachee, with a cargo of firewood, valued at ₹120, and a crew of 5 men.

(*For details of a collison between this vessel and the "Janeta" see Casualty Statement No. 113.*)

115. **Obra.**—A British screw steamer, of Glasgow, 3,496 tons register, official No. 104628, age 2½ years, classed at Lloyd's 100 A.I., bound from Calcutta to Mauritius *viâ* False point, and Colombo, with a general cargo, principally rice, value not reported, and a crew of 92 men.

This vessel was at anchor at Garden Reach, Hooghly river, between the *Highfields* and *Leyland Brothers*; and at about 6-30 A.M. of the 22nd December, she weighed her anchor and went towards the northern bank to proceed so as to back down below the *Highfields*. At this time she appears to have seen the *Clan Macdonald* coming down the river above the *Leyland Brothers* in the immediate neighbourhood of Garden House point and about half a mile off. The *Clan Macdonald* kept about a middle course between the sailing ships and the northern bank, and at this time she perceived the *Obra* about three quarters of a mile from her turning from the north towards the south bank just below the *Highfields*. The *Clan Macdonald* continued proceeding down the river and eventually the two vessels came into collision at 7-10 A. M. After the impact and on the vessels getting disengaged the *Clan Macdonald* went up and anchored off the Botanical Gardens. As the *Obra* had been seriously damaged, she was beached on the northern bank, a little below the place where the accident occurred, to prevent her from sinking. A portion of the cargo of the *Obra* was lost and some were damaged. No life lost in either vessel.

A Court of Inquiry was held under Section 7, Act VI. of 1891, at the instance of the Government of Bengal, for the purpose of making an investigation into the cause of the collision. The conclusions the Court arrived at were the close proximity of the *Obra* to the northern bank, leaving bare room for the *Clan Macdonald* to pass under her stern, with the probability of the bilge touching or taking the northern bank; the speed with which the *Clan Macdonald* closed in on the *Obra* just shortly before the collision; and further that an error of judgment had been committed by the Pilots of both these vessels in not coming down at an easier rate of speed after turning round. But taking all the circumstances of the case into consideration the Court did not think that there had been anything more than an error of judgment and not such as to be tantamount to negligence, carelessness, or unskilfulness on the part of either of them; moreover they had done everything to minimise the seriousness of the catastrophe.

116. **Clan Macdonald.**—A British screw steamer, of Glasgow, 1,716 tons register, official No. 85914, age 15 years, classed at Lloyd's 100, A.I., bound from Calcutta to London with a cargo of jute.

(*For details of a collison between this vessel and the "Obra", see Casualty Statement No. 115.*)

117. **Yeshwanty.**—A British Indian pattimar, of Thana, 73 tons register, no official number, age 14 years, bound from Bombay to Cochin, with a cargo of paddy, valued at ₹7,500, and a crew of 16 men.

Grounded on the sand at the entrance of Cochin harbour, Malabar coast, while coming to an anchor at midnight of the 22nd December; and as she rolled heavily and shipped water on both sides a portion of her cargo was jettisioned. The Tindal then warped the vessel out into deep water. Nearly one-fourth of the cargo was lost, value estimated at ₹1,800, and a portion damaged, value unknown. No life lost.

118. **Bombay.**—A British screw steamer, of Greenock, 2048 tons register, official No. 93212, age 8 years, classed at Lloyd's, bound from Calcutta to Bombay, with a cargo of coal, value unknown, and a crew of 79 men.

Encountered a gale at 8 A. M. of the 27th December when in latitude 14°0′ N., longitude, 86°30′ E., bay of Bengal. Two of her boats (gig and mail boats) were washed away. No damage to cargo. No life lost.

119. **Naderi.**—A British screw steamer, of Bombay, 1,169 tons register, official No. 97984, age 6 years, classed at Lloyd's 100 A.I., bound from Calcutta to Berbera and Aden, with a cargo of rice and tea, value not reported, and a crew of 70 men.

Stranded in Berbera harbour, gulf of Aden, at 10 P. M. of the 30th December. The accident is attributed to an error of the Master, in attempting to leave the harbour without a chart, and not going by leading marks. No damage to vessel or cargo. No life lost.

120. **Ruparel.**—A British Indian padow, of Jaffrabad, 17 tons register, official No. 12, age 9 years, bound from Kalyan to Veraval, with a cargo of cotton seeds, valued at ₹819, and a crew of 5 men.

This vessel left Kalyan on the morning of the 30th December, and while proceeding towards Thana, she encountered a storm and suddenly struck on a rock which made two holes in her bottom. The keel also was damaged, and as she was filling with water, she was abandoned by the crew who got into another boat which was passing at the time, and went ashore. The vessel was eventually baled out and brought ashore, having been damaged to the extent of ₹40. Cargo to the amount of ₹618 was lost. No life lost.

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